



AQUIND Limited

AQUIND INTERCONNECTOR

**Environmental Statement – Volume 3 –
Appendix 22.1 Transport Assessment -
Low Resolution Part 4**

The Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations
2009 – Regulation 5(2)(a)

Document Ref: 6.3.22.1

PINS Ref.: EN020022



AQUIND Limited

AQUIND INTERCONNECTOR

Environmental Statement – Volume 3 –
Appendix 22.1 Transport Assessment -
Low Resolution Part 4

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DOCUMENT

Document	6.3.22.1 Environmental Statement – Volume 3 – Appendix 22.1 Transport Assessment Low Resolution Part 4
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Date	13 November 2019
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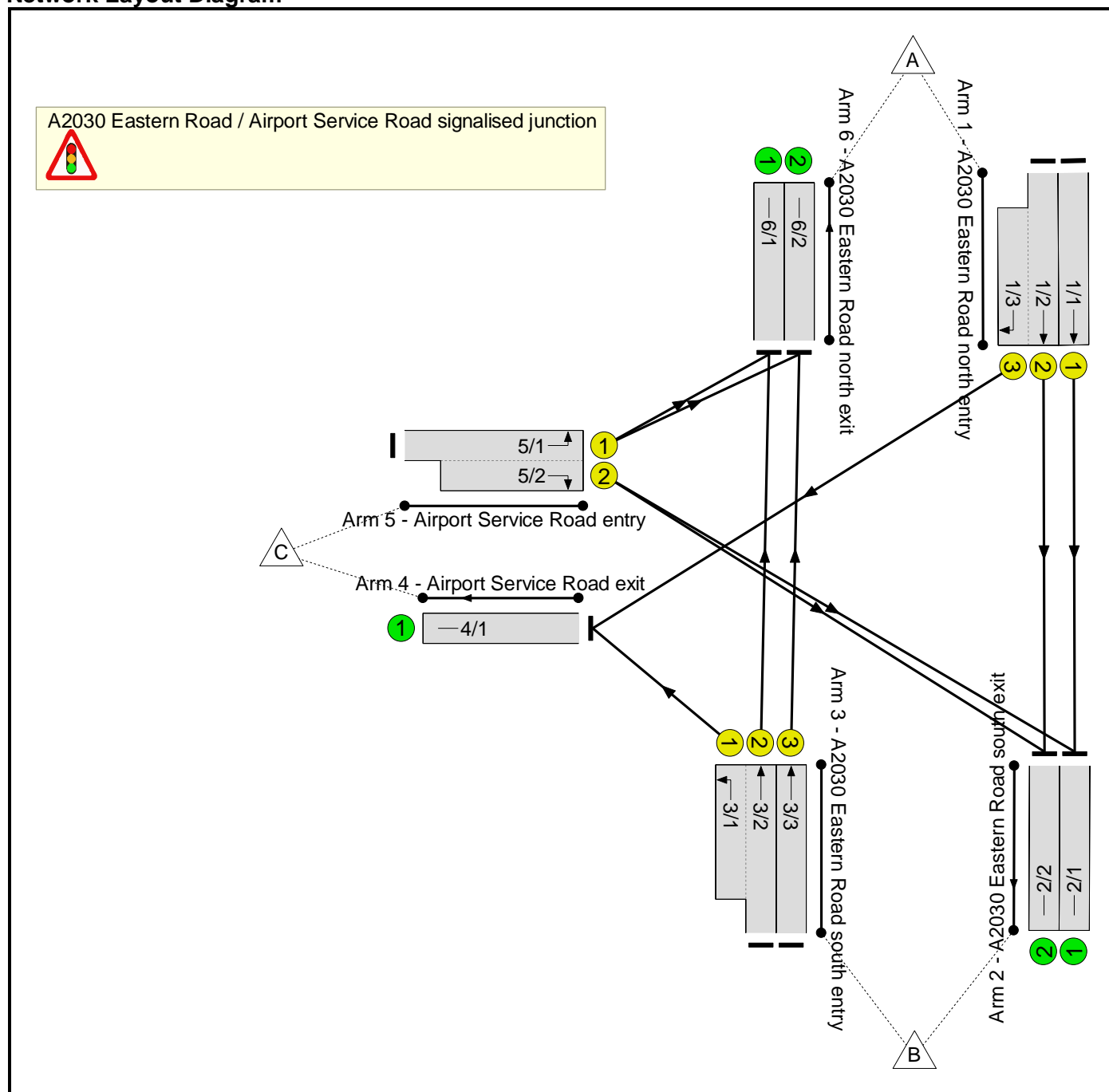
Appendix H – LOCAL JUNCTION MODELLING OUTPUTS

Full Input Data And Results
Full Input Data And Results

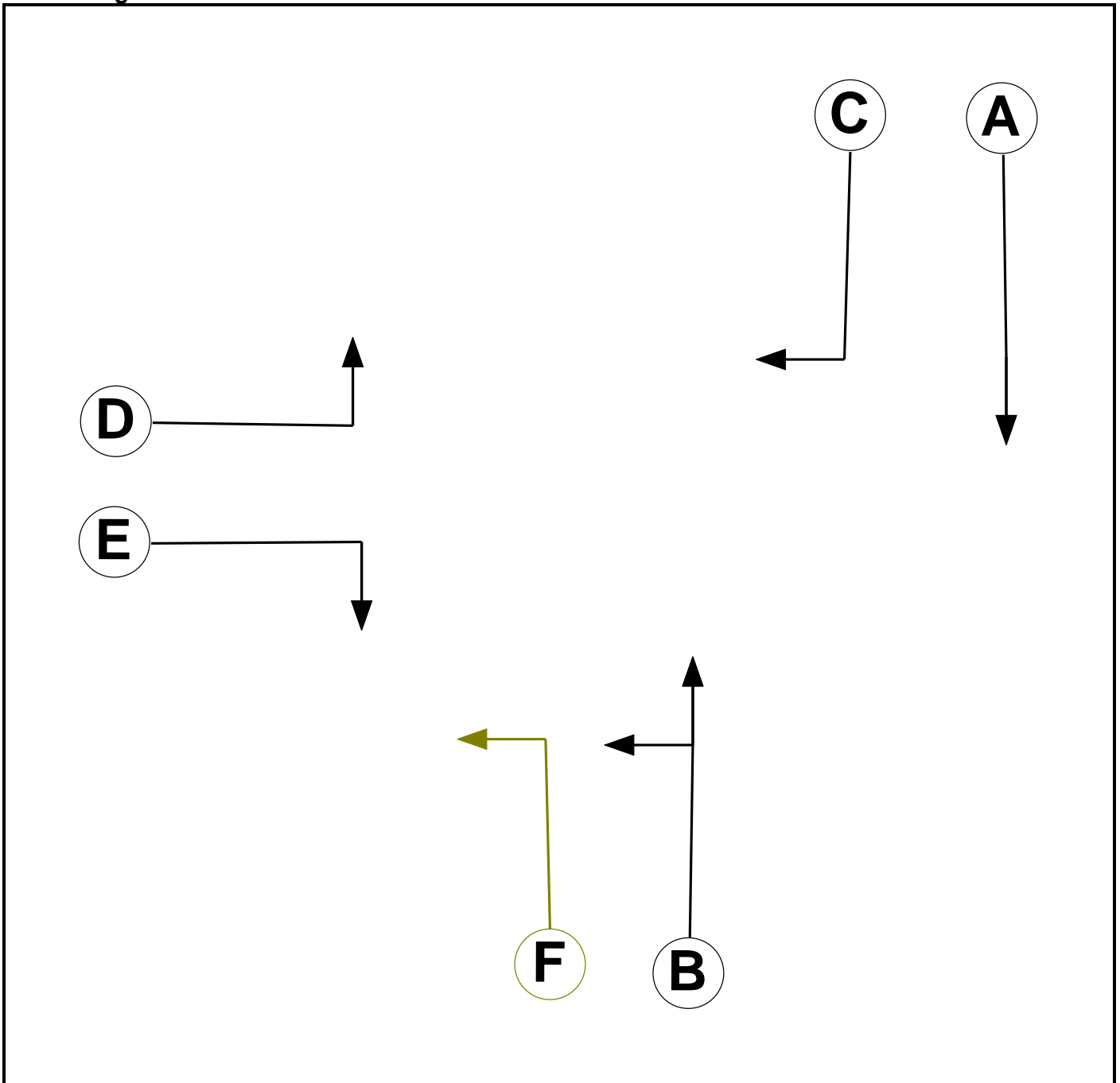
User and Project Details

Project:	
Title:	A2030 Eastern Road / Airport Service Road traffic signal junction
Location:	
Additional detail:	
File name:	A2030 Eastern Rd_Airport Service Rd.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Filter	B	4	0

Full Input Data And Results

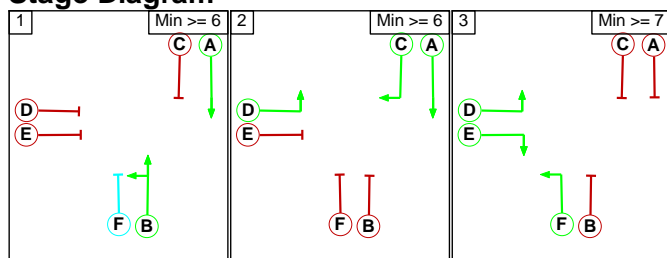
Phase Intergrens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1	-	6	6
	2	6	-	6
	3	6	X	-

Full Input Data And Results

Give-Way Lane Input Data

Junction: A2030 Eastern Road / Airport Service Road signalised junction

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: A2030 Eastern Road / Airport Service Road signalised junction												
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 (A2030 Eastern Road north entry)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Ahead	Inf
1/2 (A2030 Eastern Road north entry)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Ahead	Inf
1/3 (A2030 Eastern Road north entry)	U	C	2	3	17.4	Geom	-	3.20	0.00	Y	Arm 4 Right	12.00
2/1 (A2030 Eastern Road south exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (A2030 Eastern Road south exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (A2030 Eastern Road south entry)	U	B F	2	3	7.8	Geom	-	3.00	0.00	Y	Arm 4 Left	12.00
3/2 (A2030 Eastern Road south entry)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
3/3 (A2030 Eastern Road south entry)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
4/1 (Airport Service Road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Airport Service Road entry)	U	D	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 6 Left	12.00
5/2 (Airport Service Road entry)	U	E	2	3	14.8	Geom	-	2.75	0.00	Y	Arm 2 Right	12.00
6/1 (A2030 Eastern Road north exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (A2030 Eastern Road north exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'ELM - DM AM'	08:00	09:00	01:00	
2: 'ELM - DM PM'	17:00	18:00	01:00	
3: 'EMM - DS1 AM'	08:00	09:00	01:00	
4: 'EMM - DS1 PM'	17:00	18:00	01:00	
5: 'EML - DS2 AM'	08:00	09:00	01:00	
6: 'EML - DS2 PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1651	43	1694
	B	1599	0	51	1650
	C	32	4	0	36
	Tot.	1631	1655	94	3380

Traffic Lane Flows

Lane	Scenario 1: ELM - DM AM
Junction: A2030 Eastern Road / Airport Service Road signalised junction	
1/1	830
1/2 (with short)	864(In) 821(Out)
1/3 (short)	43
2/1	832
2/2	823
3/1 (short)	51
3/2 (with short)	843(In) 792(Out)
3/3	807
4/1	94
5/1 (with short)	36(In) 32(Out)
5/2 (short)	4
6/1	808
6/2	823

Full Input Data And Results

Lane Saturation Flows

Junction: A2030 Eastern Road / Airport Service Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
1/2 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
1/3 (A2030 Eastern Road north entry)	3.20	0.00	Y	Arm 4 Right	12.00	100.0 %	1720	1720
2/1 (A2030 Eastern Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2030 Eastern Road south exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm 4 Left	12.00	100.0 %	1702	1702
3/2 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
3/3 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/1 (Airport Service Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Airport Service Road entry)	2.75	0.00	Y	Arm 6 Left	12.00	100.0 %	1680	1680
5/2 (Airport Service Road entry)	2.75	0.00	Y	Arm 2 Right	12.00	100.0 %	1680	1680
6/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	2246	5	2251
	B	1462	0	1	1463
	C	153	0	0	153
	Tot.	1615	2246	6	3867

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: ELM - DM PM
Junction: A2030 Eastern Road / Airport Service Road signalised junction	
1/1	1122
1/2 (with short)	1129(In) 1124(Out)
1/3 (short)	5
2/1	1122
2/2	1124
3/1 (short)	1
3/2 (with short)	732(In) 731(Out)
3/3	731
4/1	6
5/1 (with short)	153(In) 153(Out)
5/2 (short)	0
6/1	808
6/2	807

Full Input Data And Results

Lane Saturation Flows

Junction: A2030 Eastern Road / Airport Service Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
1/2 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
1/3 (A2030 Eastern Road north entry)	3.20	0.00	Y	Arm 4 Right	12.00	100.0 %	1720	1720
2/1 (A2030 Eastern Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2030 Eastern Road south exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm 4 Left	12.00	100.0 %	1702	1702
3/2 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
3/3 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/1 (Airport Service Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Airport Service Road entry)	2.75	0.00	Y	Arm 6 Left	12.00	100.0 %	1680	1680
5/2 (Airport Service Road entry)	2.75	0.00	Y	Arm 2 Right	12.00	0.0 %	1890	1890
6/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'EMM - DS1 AM' (FG3: 'EMM - DS1 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	1356	212	1568
	B	1519	0	53	1572
	C	52	4	0	56
	Tot.	1571	1360	265	3196

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: EMM - DS1 AM
Junction: A2030 Eastern Road / Airport Service Road signalised junction	
1/1	1356
1/2 (with short)	212(In) 0(Out)
1/3 (short)	212
2/1	1358
2/2	2
3/1 (short)	53
3/2 (with short)	806(In) 753(Out)
3/3	766
4/1	265
5/1 (with short)	56(In) 52(Out)
5/2 (short)	4
6/1	779
6/2	792

Full Input Data And Results

Lane Saturation Flows

Junction: A2030 Eastern Road / Airport Service Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
1/2 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	0.0 %	1915	1915
1/3 (A2030 Eastern Road north entry)	3.20	0.00	Y	Arm 4 Right	12.00	100.0 %	1720	1720
2/1 (A2030 Eastern Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2030 Eastern Road south exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm 4 Left	12.00	100.0 %	1702	1702
3/2 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
3/3 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/1 (Airport Service Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Airport Service Road entry)	2.75	0.00	Y	Arm 6 Left	12.00	100.0 %	1680	1680
5/2 (Airport Service Road entry)	2.75	0.00	Y	Arm 2 Right	12.00	100.0 %	1680	1680
6/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'EMM - DS1 PM' (FG4: 'EMM - DS1 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	1548	271	1819
	B	1189	0	1	1190
	C	286	0	0	286
	Tot.	1475	1548	272	3295

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: EMM - DS1 PM
Junction: A2030 Eastern Road / Airport Service Road signalised junction	
1/1	807
1/2 (with short)	1012(In) 741(Out)
1/3 (short)	271
2/1	807
2/2	741
3/1 (short)	1
3/2 (with short)	596(In) 595(Out)
3/3	594
4/1	272
5/1 (with short)	286(In) 286(Out)
5/2 (short)	0
6/1	738
6/2	737

Lane Saturation Flows

Junction: A2030 Eastern Road / Airport Service Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
1/2 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
1/3 (A2030 Eastern Road north entry)	3.20	0.00	Y	Arm 4 Right	12.00	100.0 %	1720	1720
2/1 (A2030 Eastern Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2030 Eastern Road south exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm 4 Left	12.00	100.0 %	1702	1702
3/2 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
3/3 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/1 (Airport Service Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Airport Service Road entry)	2.75	0.00	Y	Arm 6 Left	12.00	100.0 %	1680	1680
5/2 (Airport Service Road entry)	2.75	0.00	Y	Arm 2 Right	12.00	0.0 %	1890	1890
6/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'EML - DS2 AM' (FG5: 'EML - DS2 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	1615	71	1686
	B	1234	0	0	1234
	C	89	4	0	93
	Tot.	1323	1619	71	3013

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: EML - DS2 AM
Junction: A2030 Eastern Road / Airport Service Road signalised junction	
1/1	816
1/2 (with short)	870(In) 799(Out)
1/3 (short)	71
2/1	818
2/2	801
3/1 (short)	0
3/2 (with short)	617(In) 617(Out)
3/3	617
4/1	71
5/1 (with short)	93(In) 89(Out)
5/2 (short)	4
6/1	662
6/2	661

Full Input Data And Results

Lane Saturation Flows

Junction: A2030 Eastern Road / Airport Service Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
1/2 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
1/3 (A2030 Eastern Road north entry)	3.20	0.00	Y	Arm 4 Right	12.00	100.0 %	1720	1720
2/1 (A2030 Eastern Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2030 Eastern Road south exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm 4 Left	12.00	0.0 %	1915	1915
3/2 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
3/3 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/1 (Airport Service Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Airport Service Road entry)	2.75	0.00	Y	Arm 6 Left	12.00	100.0 %	1680	1680
5/2 (Airport Service Road entry)	2.75	0.00	Y	Arm 2 Right	12.00	100.0 %	1680	1680
6/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'EML - DS2 PM' (FG6: 'EML - DS2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	2200	1	2201
	B	1164	0	0	1164
	C	310	0	0	310
	Tot.	1474	2200	1	3675

Full Input Data And Results

Traffic Lane Flows

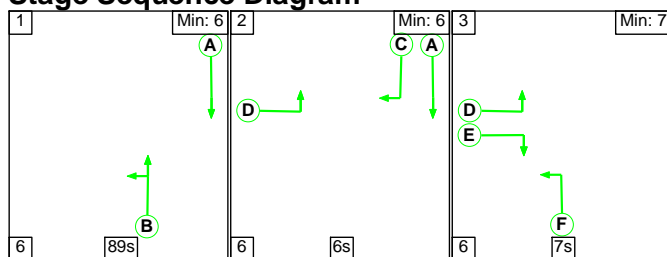
Lane	Scenario 6: EML - DS2 PM
Junction: A2030 Eastern Road / Airport Service Road signalised junction	
1/1	1100
1/2 (with short)	1101(In) 1100(Out)
1/3 (short)	1
2/1	1100
2/2	1100
3/1 (short)	0
3/2 (with short)	582(In) 582(Out)
3/3	582
4/1	1
5/1 (with short)	310(In) 310(Out)
5/2 (short)	0
6/1	737
6/2	737

Lane Saturation Flows

Junction: A2030 Eastern Road / Airport Service Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
1/2 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
1/3 (A2030 Eastern Road north entry)	3.20	0.00	Y	Arm 4 Right	12.00	100.0 %	1720	1720
2/1 (A2030 Eastern Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2030 Eastern Road south exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm 4 Left	12.00	0.0 %	1915	1915
3/2 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
3/3 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/1 (Airport Service Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Airport Service Road entry)	2.75	0.00	Y	Arm 6 Left	12.00	100.0 %	1680	1680
5/2 (Airport Service Road entry)	2.75	0.00	Y	Arm 2 Right	12.00	0.0 %	1890	1890
6/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf

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

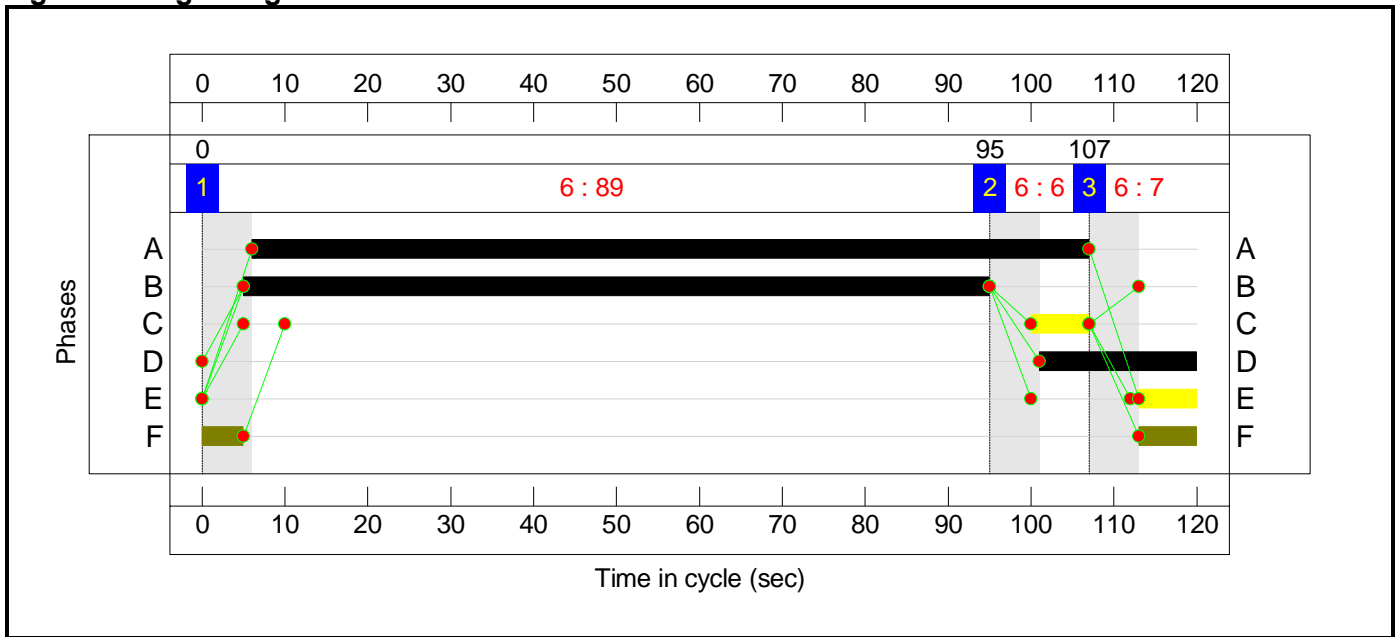
Stage Sequence Diagram



Stage Timings

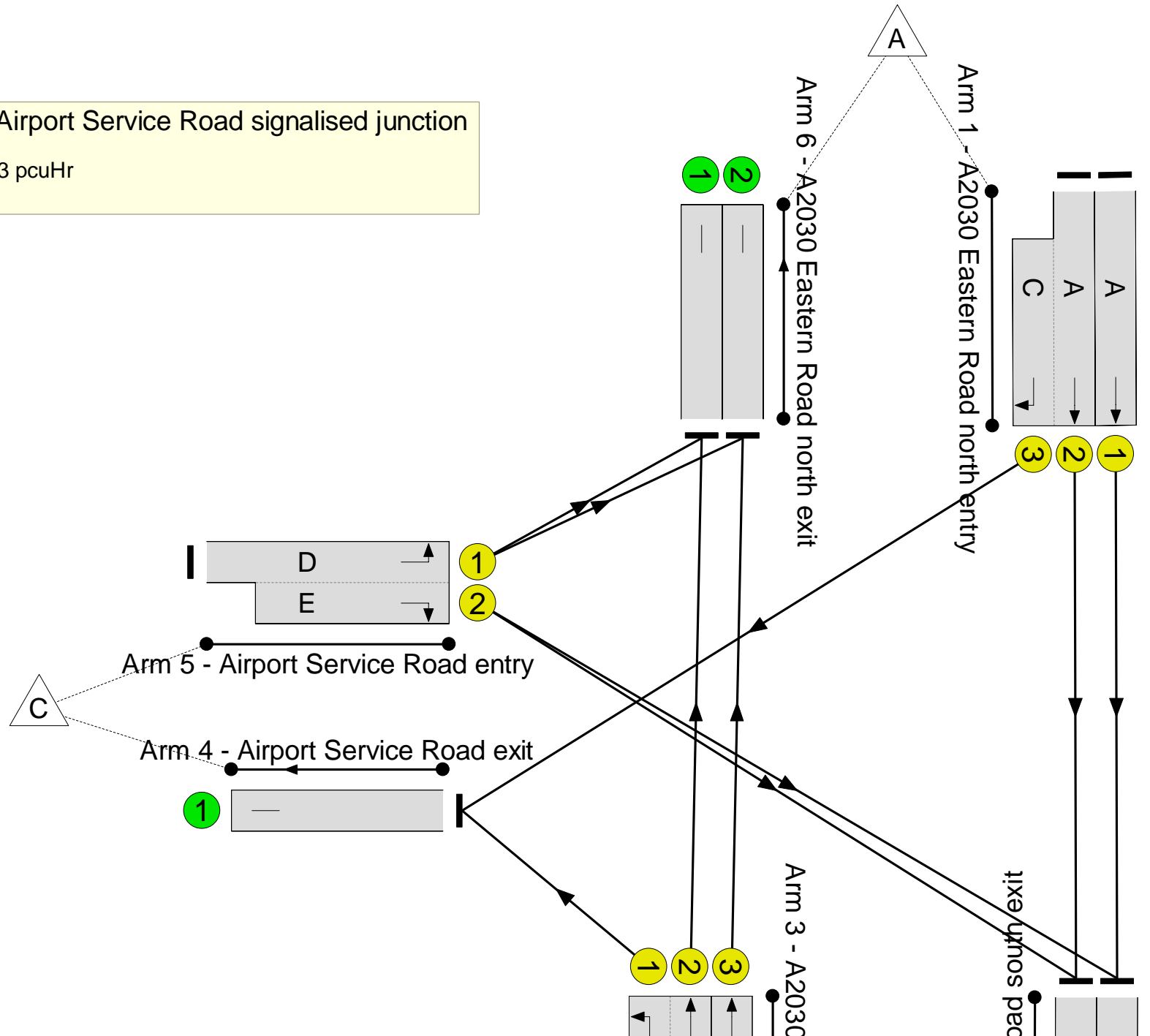

Stage	1	2	3
Duration	89	6	7
Change Point	0	95	107

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

A2030 Eastern Road / Airport Service Road signalised junction
PRC: 57.2 %
Total Traffic Delay: 7.3 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	57.3%
A2030 Eastern Road / Airport Service Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	57.3%
1/1	A2030 Eastern Road north entry Ahead	U	N/A	N/A	A		1	101	-	830	1915	1628	51.0%
1/2+1/3	A2030 Eastern Road north entry Ahead Right	U	N/A	N/A	A C		1	101:7	-	864	1915:1720	1654	52.2%
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
2/2	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	823	Inf	Inf	0.0%
3/2+3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	B	F	1	90:102	12	843	1915:1702	1472	57.3%
3/3	A2030 Eastern Road south entry Ahead	U	N/A	N/A	B		1	90	-	807	1915	1452	55.6%
4/1	Airport Service Road exit	U	N/A	N/A	-		-	-	-	94	Inf	Inf	0.0%
5/1+5/2	Airport Service Road entry Right Left	U	N/A	N/A	D E		1	19:7	-	36	1680:1680	315	11.4%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	823	Inf	Inf	0.0%

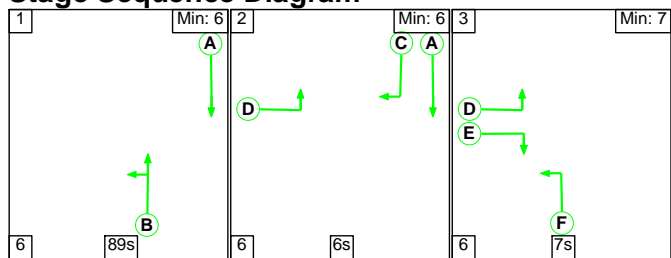
Full Input Data And Results

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	-	-	0	0	0	4.9	2.4	0.0	7.3	-	-	-	-
A2030 Eastern Road / Airport Service Road signalised junction	-	-	0	0	0	4.9	2.4	0.0	7.3	-	-	-	-
1/1	830	830	-	-	-	0.5	0.5	-	1.1	4.6	7.1	0.5	7.7
1/2+1/3	864	864	-	-	-	1.2	0.5	-	1.7	7.2	7.1	0.5	7.6
2/1	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	843	843	-	-	-	1.3	0.7	-	2.0	8.6	10.8	0.7	11.5
3/3	807	807	-	-	-	1.4	0.6	-	2.0	8.8	11.2	0.6	11.8
4/1	94	94	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	36	36	-	-	-	0.4	0.1	-	0.5	50.1	0.9	0.1	1.0
6/1	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		57.2	Total Delay for Signalled Lanes (pcuHr):		7.29	Cycle Time (s): 120				
			PRC Over All Lanes (%):		57.2	Total Delay Over All Lanes(pcuHr):		7.29					

Full Input Data And Results

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

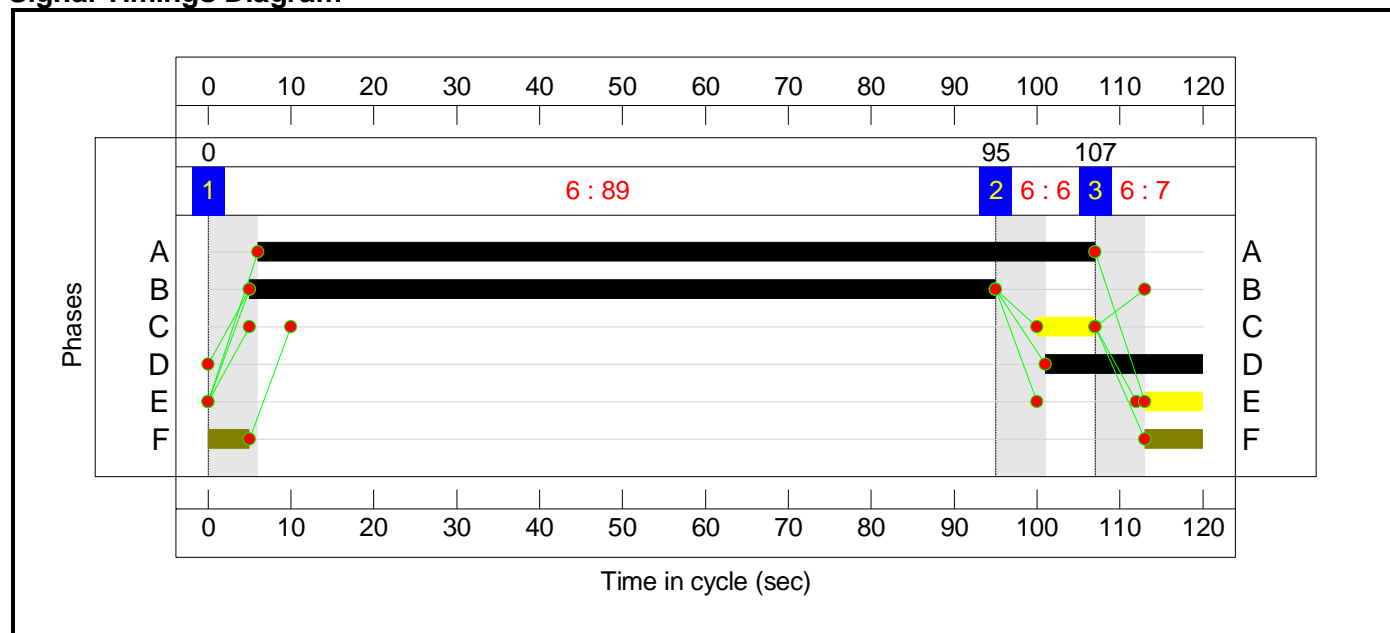
Stage Sequence Diagram



Stage Timings

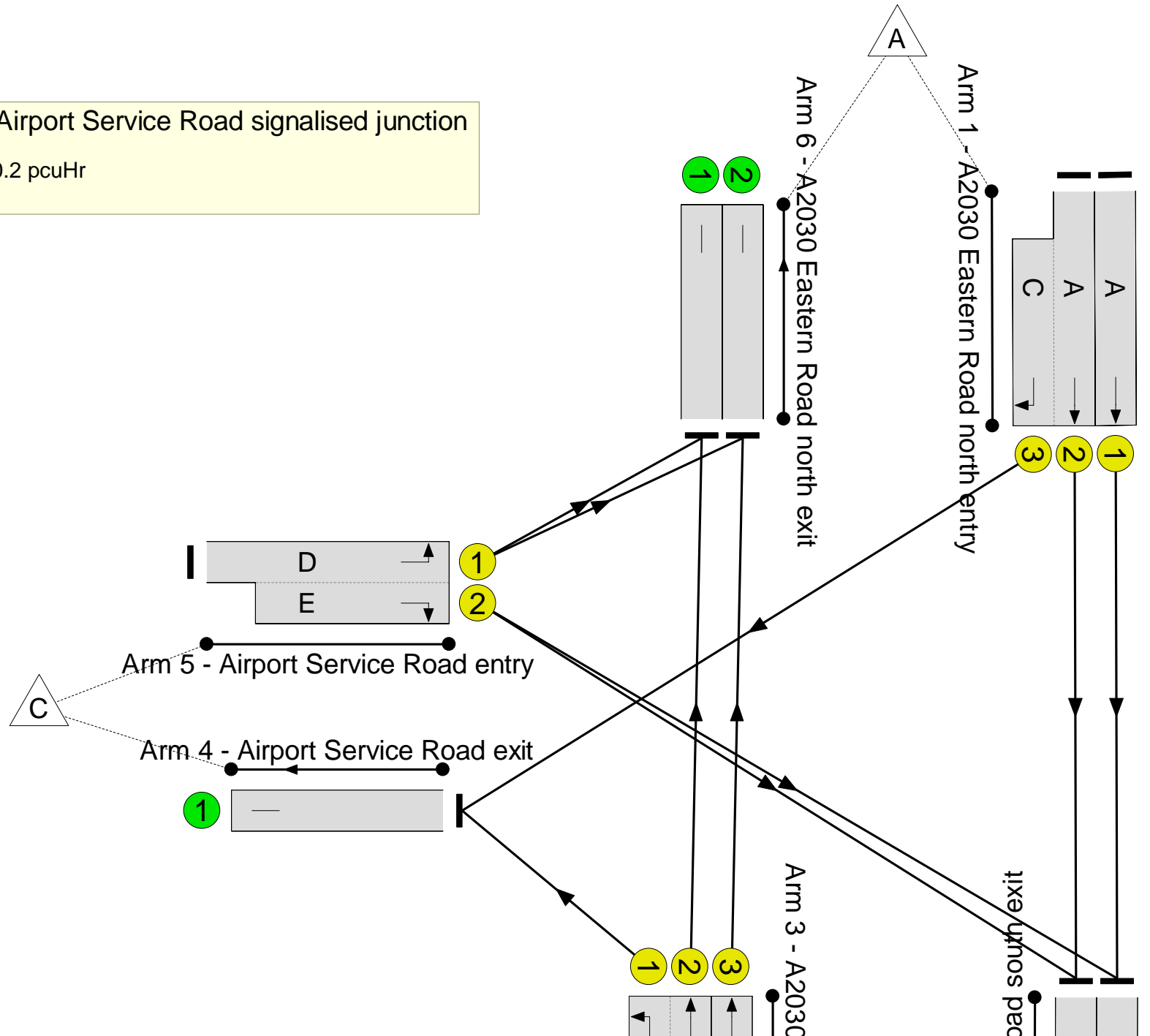

Stage	1	2	3
Duration	89	6	7
Change Point	0	95	107

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

A2030 Eastern Road / Airport Service Road signalised junction
PRC: 30.3 %
Total Traffic Delay: 10.2 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	69.1%
A2030 Eastern Road / Airport Service Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	69.1%
1/1	A2030 Eastern Road north entry Ahead	U	N/A	N/A	A		1	101	-	1122	1915	1628	68.9%
1/2+1/3	A2030 Eastern Road north entry Ahead Right	U	N/A	N/A	A C		1	101:7	-	1129	1915:1720	1634	69.1%
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	1122	Inf	Inf	0.0%
2/2	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	1124	Inf	Inf	0.0%
3/2+3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	B	F	1	90:102	12	732	1915:1702	1454	50.3%
3/3	A2030 Eastern Road south entry Ahead	U	N/A	N/A	B		1	90	-	731	1915	1452	50.3%
4/1	Airport Service Road exit	U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
5/1+5/2	Airport Service Road entry Right Left	U	N/A	N/A	D E		1	19:7	-	153	1680:1890	280	54.6%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	807	Inf	Inf	0.0%

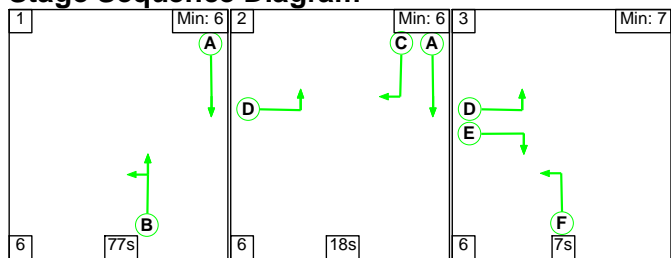
Full Input Data And Results

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	-	-	0	0	0	6.4	3.8	0.0	10.2	-	-	-	-
A2030 Eastern Road / Airport Service Road signalised junction	-	-	0	0	0	6.4	3.8	0.0	10.2	-	-	-	-
1/1	1122	1122	-	-	-	1.0	1.1	-	2.1	6.8	13.4	1.1	14.5
1/2+1/3	1129	1129	-	-	-	1.1	1.1	-	2.2	7.0	13.4	1.1	14.5
2/1	1122	1122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1124	1124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	732	732	-	-	-	1.2	0.5	-	1.7	8.2	9.3	0.5	9.8
3/3	731	731	-	-	-	1.2	0.5	-	1.7	8.2	9.3	0.5	9.8
4/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	153	153	-	-	-	1.9	0.6	-	2.5	59.9	4.7	0.6	5.3
6/1	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	807	807	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		30.3	Total Delay for Signalled Lanes (pcuHr):		10.19	Cycle Time (s): 120				
			PRC Over All Lanes (%):		30.3	Total Delay Over All Lanes(pcuHr):		10.19					

Full Input Data And Results

Scenario 3: 'EMM - DS1 AM' (FG3: 'EMM - DS1 AM', Plan 1: 'Network Control Plan 1')

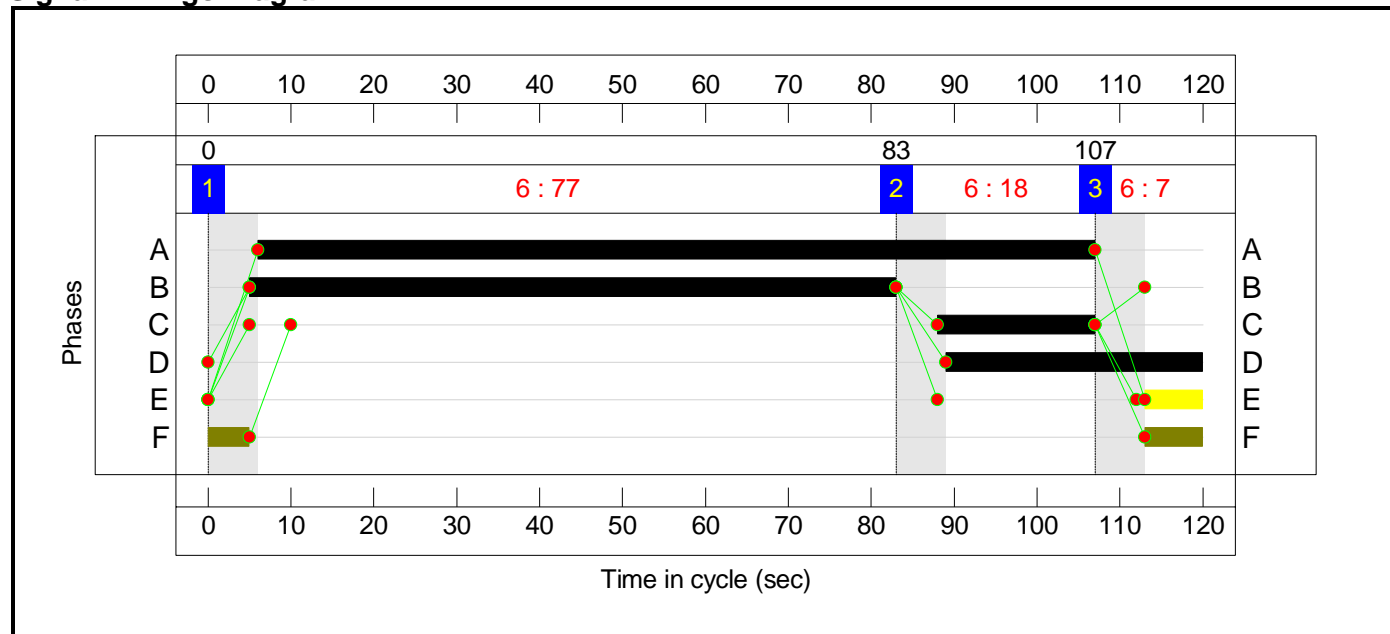
Stage Sequence Diagram



Stage Timings

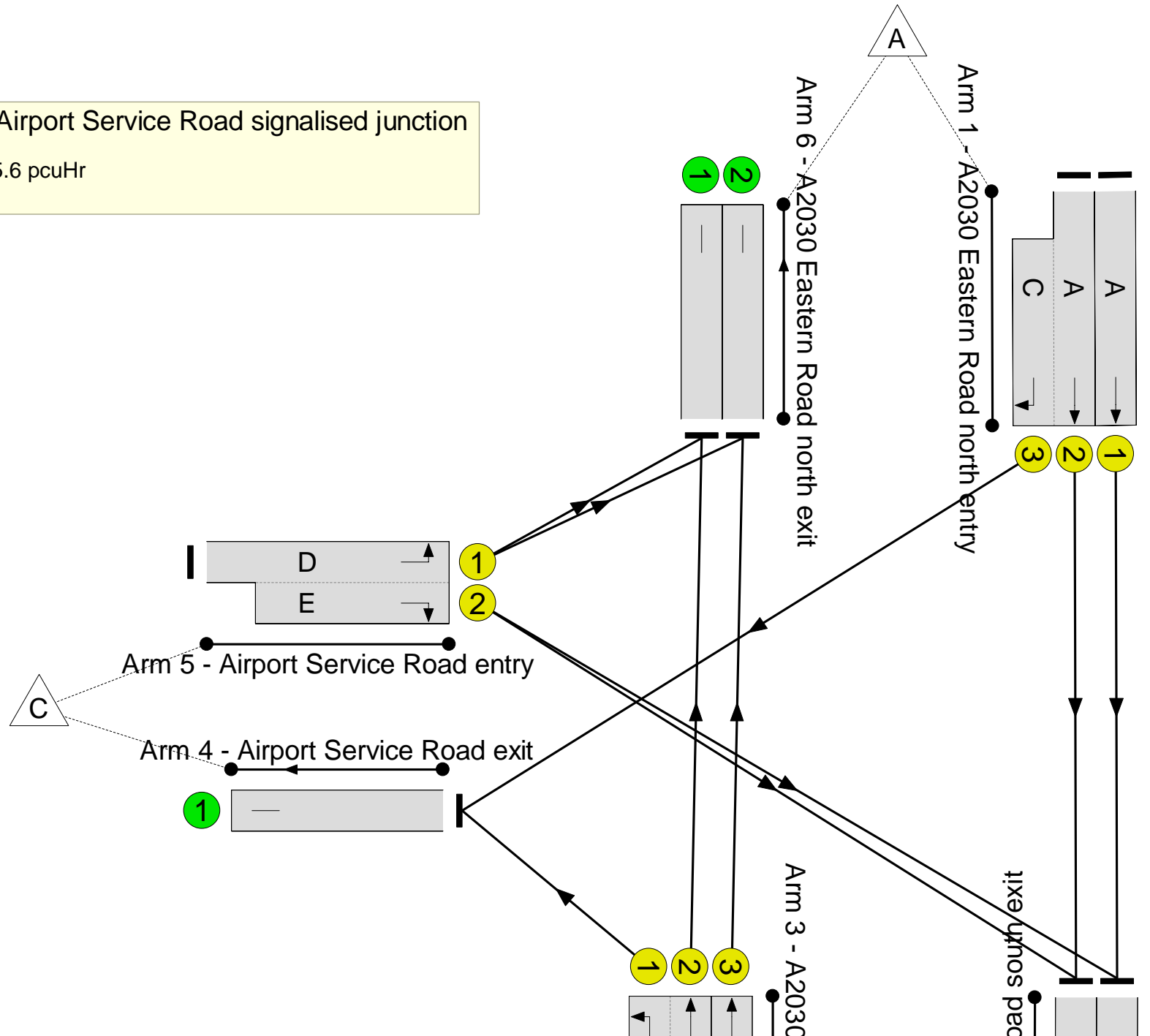
Stage	1	2	3
Duration	77	18	7
Change Point	0	83	107

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

A2030 Eastern Road / Airport Service Road signalised junction
PRC: 8.0 %
Total Traffic Delay: 15.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	83.3%
A2030 Eastern Road / Airport Service Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	83.3%
1/1	A2030 Eastern Road north entry Ahead	U	N/A	N/A	A		1	101	-	1356	1915	1628	83.3%
1/2+1/3	A2030 Eastern Road north entry Ahead Right	U	N/A	N/A	A C		1	101:19	-	212	1915:1720	287	74.0%
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	1358	Inf	Inf	0.0%
2/2	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
3/2+3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	B	F	1	78:90	12	806	1915:1702	1283	62.8%
3/3	A2030 Eastern Road south entry Ahead	U	N/A	N/A	B		1	78	-	766	1915	1261	60.8%
4/1	Airport Service Road exit	U	N/A	N/A	-		-	-	-	265	Inf	Inf	0.0%
5/1+5/2	Airport Service Road entry Right Left	U	N/A	N/A	D E		1	31:7	-	56	1680:1680	482	11.6%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	792	Inf	Inf	0.0%

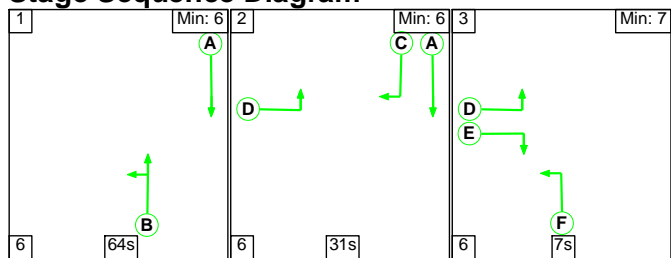
Full Input Data And Results

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	-	-	0	0	0	10.1	5.5	0.0	15.6	-	-	-	-
A2030 Eastern Road / Airport Service Road signalised junction	-	-	0	0	0	10.1	5.5	0.0	15.6	-	-	-	-
1/1	1356	1356	-	-	-	1.7	2.5	-	4.2	11.1	23.0	2.5	25.4
1/2+1/3	212	212	-	-	-	2.8	1.4	-	4.2	70.8	6.7	1.4	8.1
2/1	1358	1358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	806	806	-	-	-	2.5	0.8	-	3.3	14.9	14.5	0.8	15.4
3/3	766	766	-	-	-	2.5	0.8	-	3.3	15.3	14.5	0.8	15.2
4/1	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	56	56	-	-	-	0.5	0.1	-	0.6	38.9	1.3	0.1	1.4
6/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 8.0 Total Delay for Signalled Lanes (pcuHr): 15.57 Cycle Time (s): 120</p> <p> PRC Over All Lanes (%): 8.0 Total Delay Over All Lanes(pcuHr): 15.57</p>													

Full Input Data And Results

Scenario 4: 'EMM - DS1 PM' (FG4: 'EMM - DS1 PM', Plan 1: 'Network Control Plan 1')

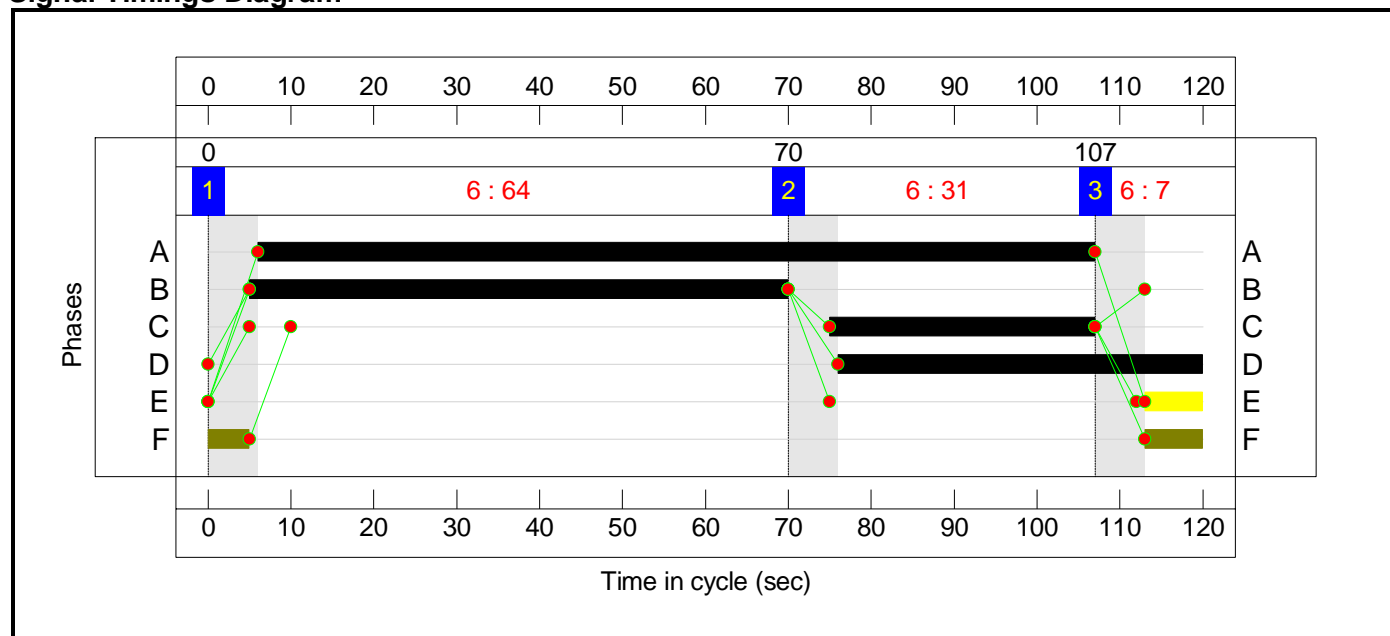
Stage Sequence Diagram



Stage Timings

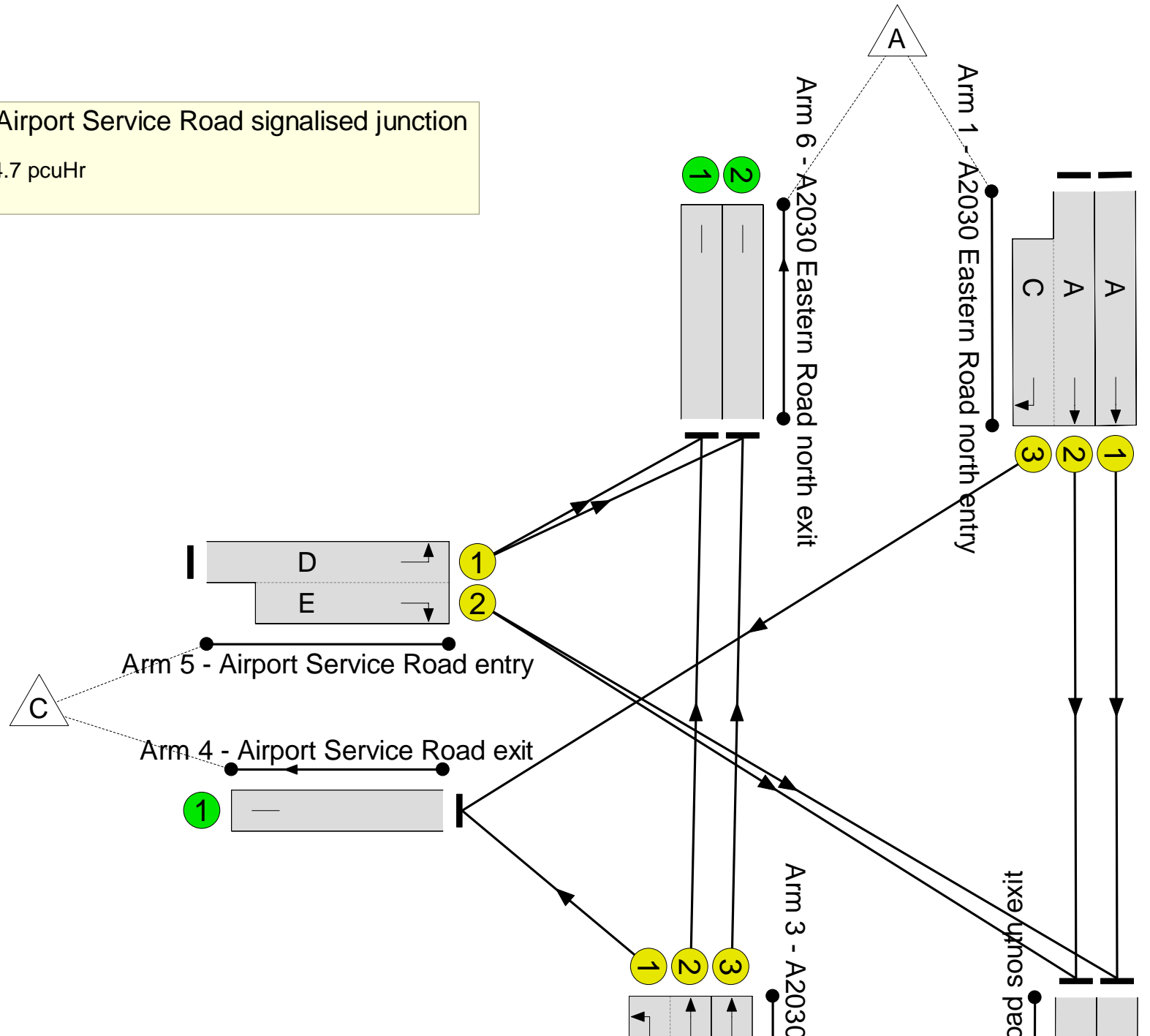
Stage	1	2	3
Duration	64	31	7
Change Point	0	70	107

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

A2030 Eastern Road / Airport Service Road signalised junction
PRC: 58.8 %
Total Traffic Delay: 14.7 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	56.7%
A2030 Eastern Road / Airport Service Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	56.7%
1/1	A2030 Eastern Road north entry Ahead	U	N/A	N/A	A		1	101	-	807	1915	1628	49.6%
1/2+1/3	A2030 Eastern Road north entry Ahead Right	U	N/A	N/A	A C		1	101:32	-	1012	1915:1720	1785	56.7%
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	807	Inf	Inf	0.0%
2/2	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	741	Inf	Inf	0.0%
3/2+3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	B	F	1	65:77	12	596	1915:1702	1055	56.5%
3/3	A2030 Eastern Road south entry Ahead	U	N/A	N/A	B		1	65	-	594	1915	1053	56.4%
4/1	Airport Service Road exit	U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
5/1+5/2	Airport Service Road entry Right Left	U	N/A	N/A	D E		1	44:7	-	286	1680:1890	630	45.4%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%

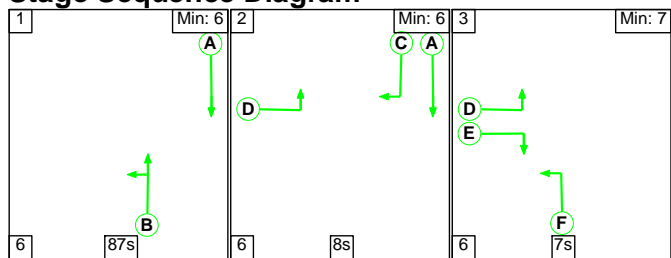
Full Input Data And Results

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	-	-	0	0	0	11.9	2.9	0.0	14.7	-	-	-	-
A2030 Eastern Road / Airport Service Road signalised junction	-	-	0	0	0	11.9	2.9	0.0	14.7	-	-	-	-
1/1	807	807	-	-	-	0.5	0.5	-	1.0	4.5	6.9	0.5	7.4
1/2+1/3	1012	1012	-	-	-	3.3	0.7	-	3.9	14.0	7.8	0.7	8.4
2/1	807	807	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	596	596	-	-	-	2.9	0.6	-	3.6	21.5	12.9	0.6	13.5
3/3	594	594	-	-	-	2.9	0.6	-	3.6	21.5	12.9	0.6	13.5
4/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	286	286	-	-	-	2.2	0.4	-	2.7	33.5	7.1	0.4	7.6
6/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		58.8	Total Delay for Signalled Lanes (pcuHr):		14.71	Cycle Time (s): 120				
			PRC Over All Lanes (%):		58.8	Total Delay Over All Lanes(pcuHr):		14.71					

Full Input Data And Results

Scenario 5: 'EML - DS2 AM' (FG5: 'EML - DS2 AM', Plan 1: 'Network Control Plan 1')

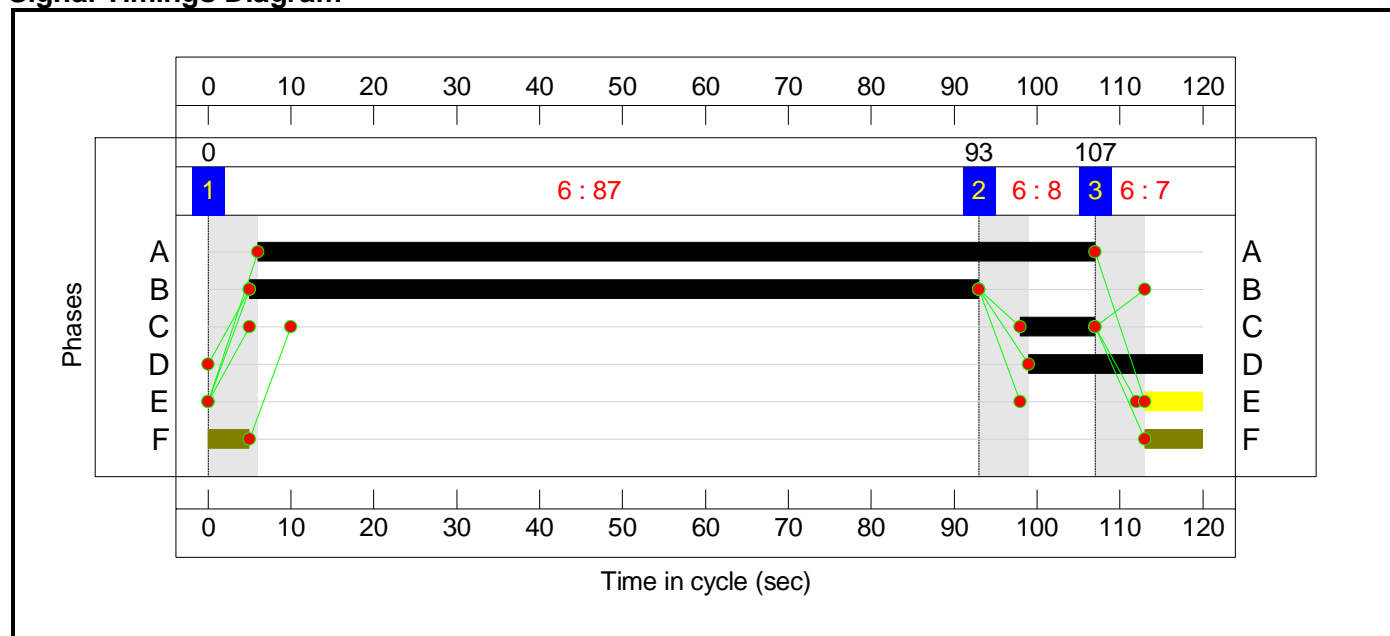
Stage Sequence Diagram



Stage Timings

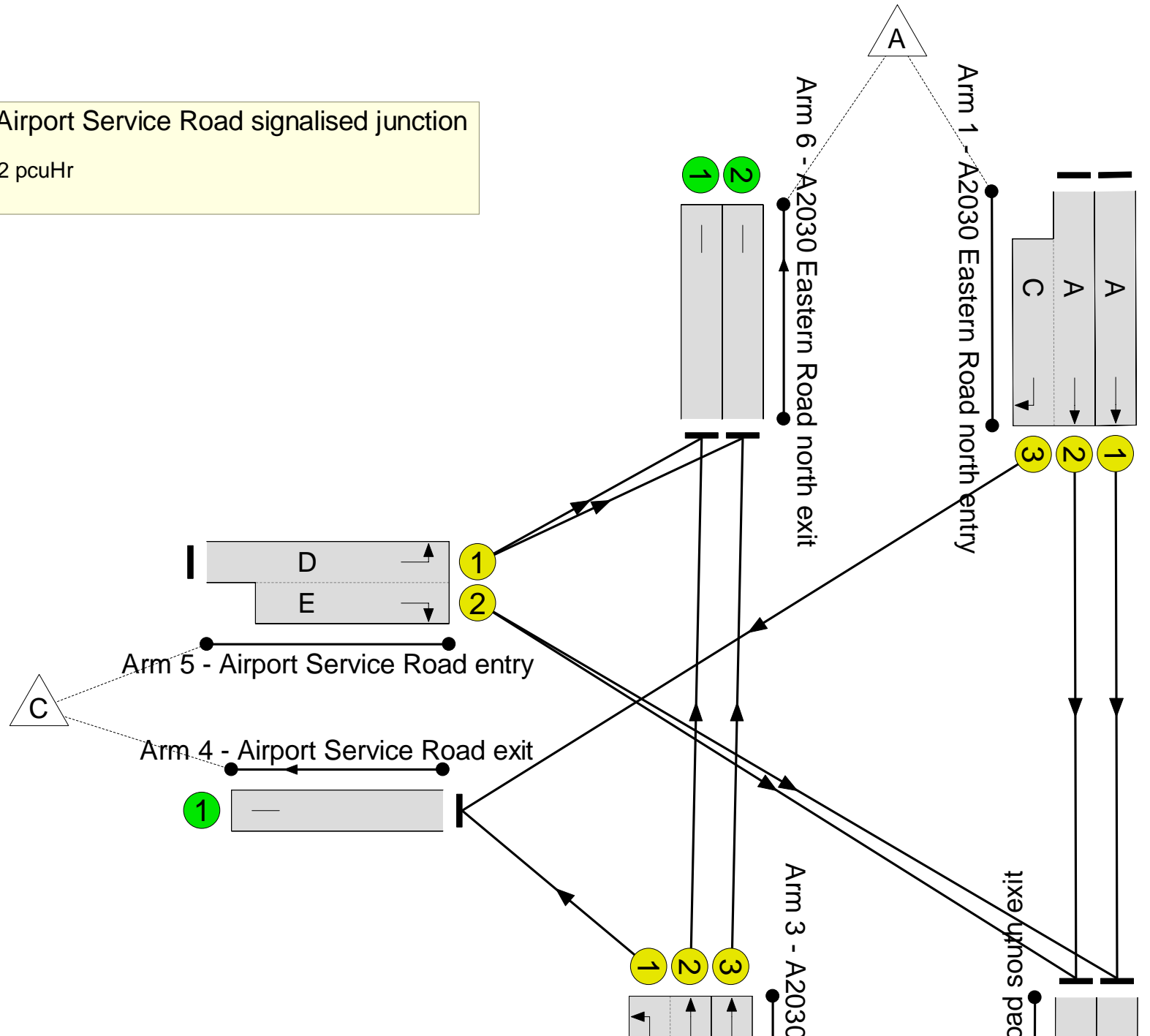

Stage	1	2	3
Duration	87	8	7
Change Point	0	93	107

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

A2030 Eastern Road / Airport Service Road signalised junction
PRC: 72.7 %
Total Traffic Delay: 7.2 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	52.1%
A2030 Eastern Road / Airport Service Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	52.1%
1/1	A2030 Eastern Road north entry Ahead	U	N/A	N/A	A		1	101	-	816	1915	1628	50.1%
1/2+1/3	A2030 Eastern Road north entry Ahead Right	U	N/A	N/A	A C		1	101:9	-	870	1915:1720	1669	52.1%
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	818	Inf	Inf	0.0%
2/2	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	801	Inf	Inf	0.0%
3/2+3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	B	F	1	88:100	12	617	1915:1915	1420	43.4%
3/3	A2030 Eastern Road south entry Ahead	U	N/A	N/A	B		1	88	-	617	1915	1420	43.4%
4/1	Airport Service Road exit	U	N/A	N/A	-		-	-	-	71	Inf	Inf	0.0%
5/1+5/2	Airport Service Road entry Right Left	U	N/A	N/A	D E		1	21:7	-	93	1680:1680	322	28.9%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%

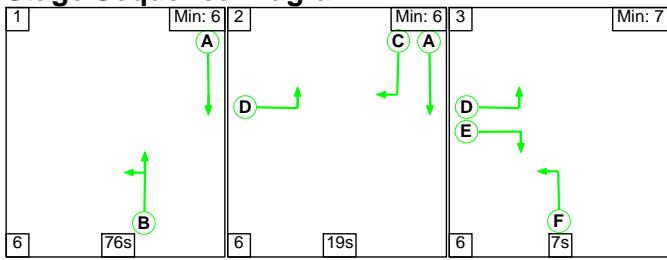
Full Input Data And Results

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	-	-	0	0	0	5.2	2.0	0.0	7.2	-	-	-	-
A2030 Eastern Road / Airport Service Road signalised junction	-	-	0	0	0	5.2	2.0	0.0	7.2	-	-	-	-
1/1	816	816	-	-	-	0.5	0.5	-	1.0	4.6	7.0	0.5	7.5
1/2+1/3	870	870	-	-	-	1.6	0.5	-	2.1	8.7	6.7	0.5	7.2
2/1	818	818	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	617	617	-	-	-	1.0	0.4	-	1.4	8.1	7.7	0.4	8.1
3/3	617	617	-	-	-	1.0	0.4	-	1.4	8.1	7.7	0.4	8.1
4/1	71	71	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	93	93	-	-	-	1.1	0.2	-	1.3	50.6	2.5	0.2	2.7
6/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	72.7	Total Delay for Signalled Lanes (pcuHr):			7.23	Cycle Time (s): 120				
			PRC Over All Lanes (%):	72.7	Total Delay Over All Lanes(pcuHr):			7.23					

Full Input Data And Results

Scenario 6: 'EML - DS2 PM' (FG6: 'EML - DS2 PM', Plan 1: 'Network Control Plan 1')

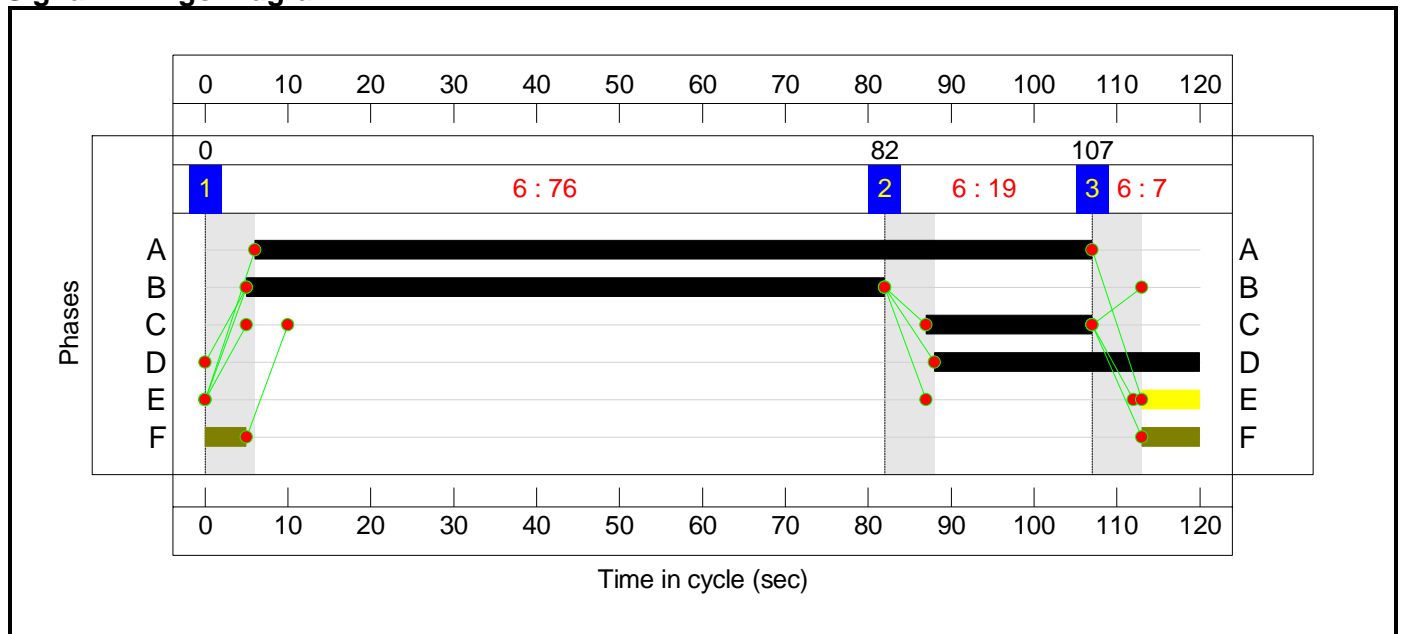
Stage Sequence Diagram



Stage Timings

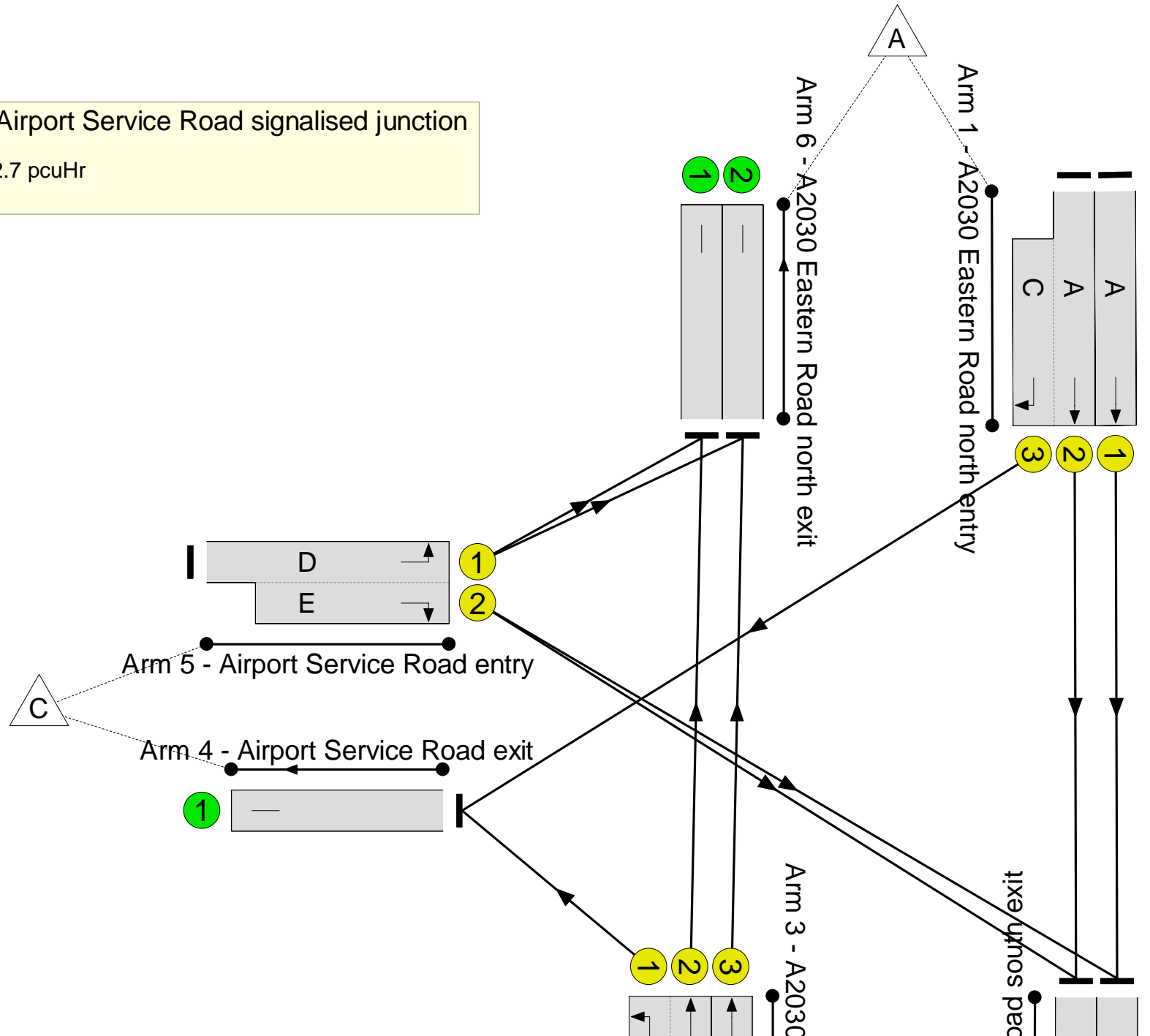
Stage	1	2	3
Duration	76	19	7
Change Point	0	82	107

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

A2030 Eastern Road / Airport Service Road signalised junction
PRC: 33.2 %
Total Traffic Delay: 12.7 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	67.6%
A2030 Eastern Road / Airport Service Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	67.6%
1/1	A2030 Eastern Road north entry Ahead	U	N/A	N/A	A		1	101	-	1100	1915	1628	67.6%
1/2+1/3	A2030 Eastern Road north entry Ahead Right	U	N/A	N/A	A C		1	101:20	-	1101	1915:1720	1629	67.6%
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%
2/2	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%
3/2+3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	B	F	1	77:89	12	582	1915:1915	1245	46.8%
3/3	A2030 Eastern Road south entry Ahead	U	N/A	N/A	B		1	77	-	582	1915	1245	46.8%
4/1	Airport Service Road exit	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
5/1+5/2	Airport Service Road entry Right Left	U	N/A	N/A	D E		1	32:7	-	310	1680:1890	462	67.1%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%

Full Input Data And Results

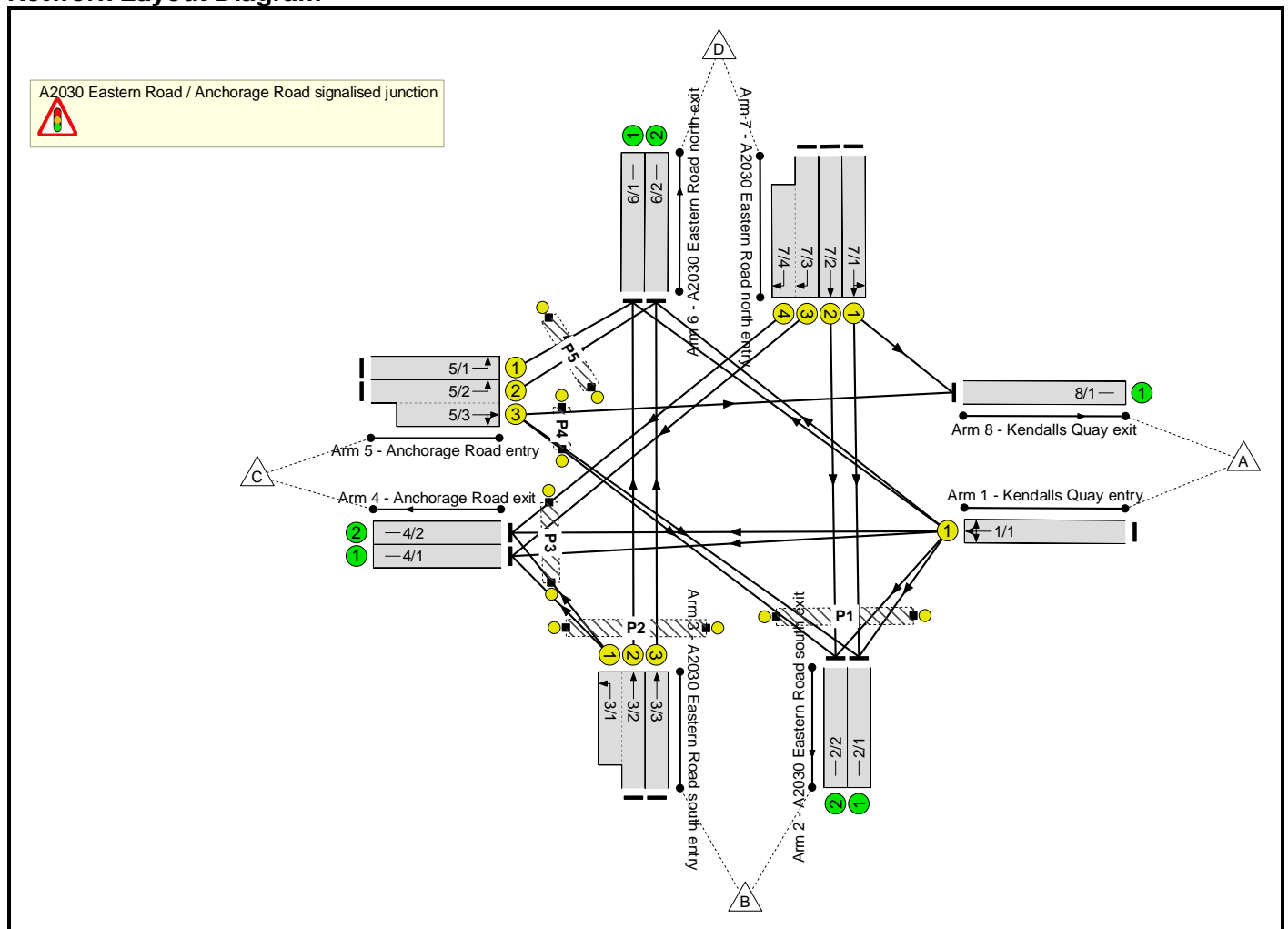
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	8.7	4.0	0.0	12.7	-	-	-	-
A2030 Eastern Road / Airport Service Road signalised junction	-	-	0	0	0	8.7	4.0	0.0	12.7	-	-	-	-
1/1	1100	1100	-	-	-	1.0	1.0	-	2.0	6.6	12.8	1.0	13.9
1/2+1/3	1101	1101	-	-	-	1.0	1.0	-	2.0	6.6	12.8	1.0	13.9
2/1	1100	1100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1100	1100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	582	582	-	-	-	1.7	0.4	-	2.1	13.3	9.7	0.4	10.1
3/3	582	582	-	-	-	1.7	0.4	-	2.1	13.3	9.7	0.4	10.1
4/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	310	310	-	-	-	3.3	1.0	-	4.3	50.4	9.1	1.0	10.1
6/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	33.2	Total Delay for Signalled Lanes (pcuHr):			12.66	Cycle Time (s): 120				
			PRC Over All Lanes (%):	33.2	Total Delay Over All Lanes(pcuHr):			12.66					

Full Input Data And Results
Full Input Data And Results

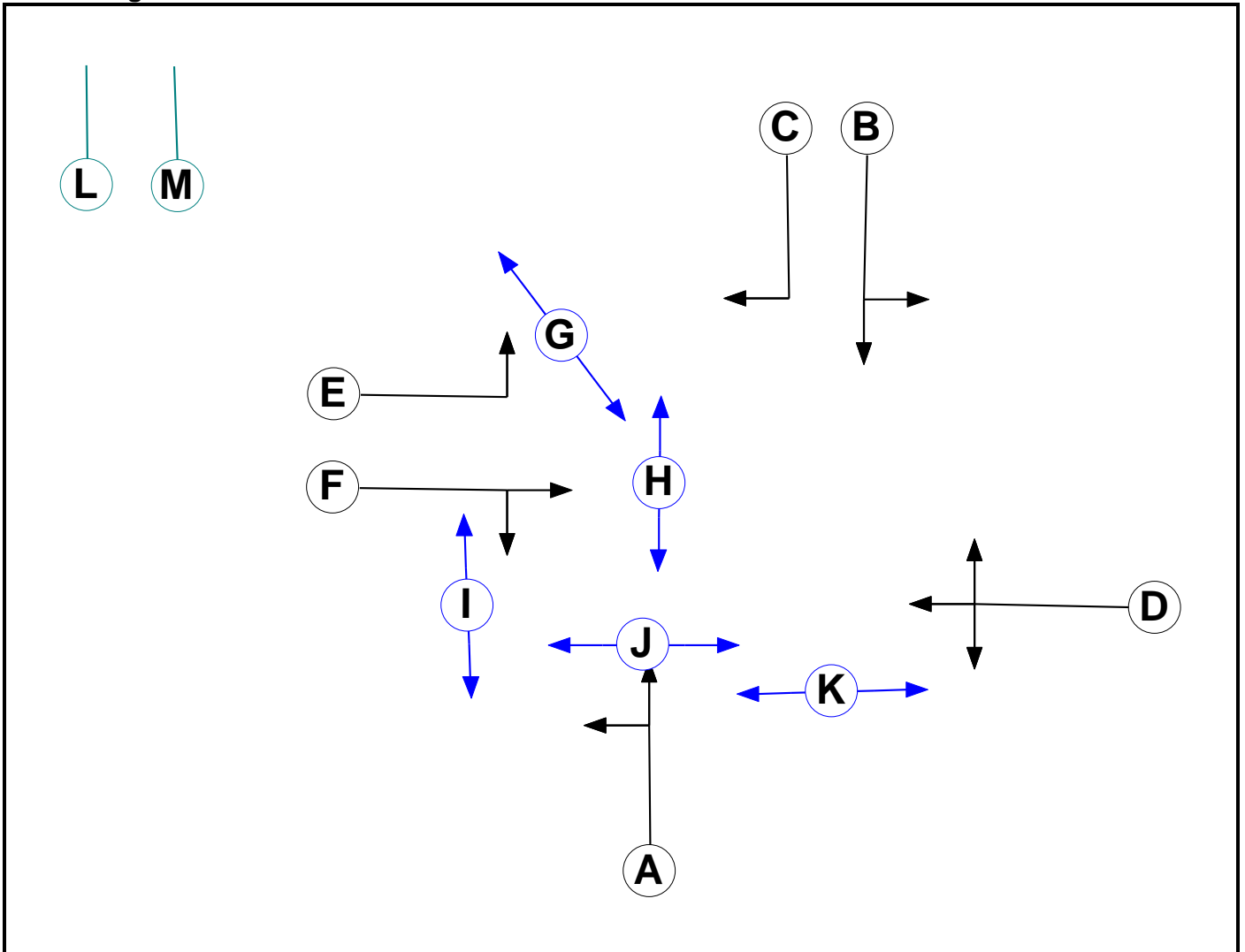
User and Project Details

Project:	
Title:	A2030 Eastern Road / Anchorage Road traffic signal junction
Location:	
Additional detail:	
File name:	A2030 Eastern Rd_Anchorage Rd.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		6	6
K	Pedestrian		6	6
L	Dummy		1	1
M	Dummy		1	1

Full Input Data And Results

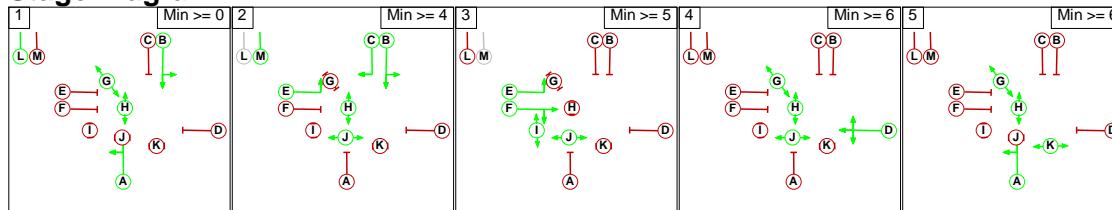
Phase Intergrens Matrix

		Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	A	-	-	5	5	8	6	-	-	7	6	-	-	8
	B	-	-	-	5	-	5	-	-	-	-	9	-	-
	C	6	-	-	5	-	5	-	-	9	-	-	-	-
	D	7	5	8	-	9	7	-	-	10	-	8	5	9
	E	5	-	-	5	-	-	5	-	-	-	-	-	-
	F	5	7	6	7	-	-	-	5	-	-	10	7	-
	G	-	-	-	-	5	-	-	-	-	-	-	-	5
	H	-	-	-	-	-	5	-	-	-	-	-	-	-
	I	5	-	5	5	-	-	-	-	-	-	-	-	-
	J	5	-	-	-	-	-	-	-	-	-	-	-	-
	K	-	5	-	5	-	5	-	-	-	-	-	5	-
	L	-	-	-	-	-	-	-	-	-	-	-	-	-
	M	-	-	-	-	-	-	-	-	-	-	-	-	-

Phases in Stage

Stage No.	Phases in Stage
1	A B G H L
2	B C E H J M
3	E F I J
4	D G H J
5	A G H K

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1	8	8	6	9	
	2	6	9	5	9	
	3	7	7	7	10	
	4	7	9	10	8	
	5	5	8	8	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A2030 Eastern Road / Anchorage Road signalised junction

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: A2030 Eastern Road / Anchorage Road signalised junction												
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 (Kendalls Quay entry)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Left	20.00
											Arm 4 Ahead	Inf
											Arm 6 Right	20.00
2/1 (A2030 Eastern Road south exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (A2030 Eastern Road south exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (A2030 Eastern Road south entry)	U	A	2	3	14.8	Geom	-	3.50	0.00	Y	Arm 4 Left	15.00
3/2 (A2030 Eastern Road south entry)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Ahead	Inf
3/3 (A2030 Eastern Road south entry)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Ahead	Inf
4/1 (Anchorage Road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2 (Anchorage Road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Anchorage Road entry)	U	E	2	3	31.3	Geom	-	4.00	0.00	Y	Arm 6 Left	25.00
5/2 (Anchorage Road entry)	U	E	2	3	31.3	Geom	-	3.25	0.00	Y	Arm 6 Left	25.00
5/3 (Anchorage Road entry)	U	F	2	3	7.0	Geom	-	3.25	0.00	Y	Arm 2 Right	25.00
											Arm 8 Ahead	Inf
6/1 (A2030 Eastern Road north exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (A2030 Eastern Road north exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A2030)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 2 Ahead	Inf

Full Input Data And Results

Eastern Road north entry)												Arm 8 Left	20.00
7/2 (A2030 Eastern Road north entry)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y		Arm 2 Ahead	Inf
7/3 (A2030 Eastern Road north entry)	U	C	2	3	21.7	Geom	-	3.50	0.00	Y		Arm 4 Right	20.00
7/4 (A2030 Eastern Road north entry)	U	C	2	3	21.7	Geom	-	3.50	0.00	Y		Arm 4 Right	20.00
8/1 (Kendalls Quay exit)	U		2	3	60.0	Inf	-	-	-	-		-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'ELM - DM AM'	08:00	09:00	01:00	
2: 'ELM - DM PM'	17:00	18:00	01:00	
3: 'EMM - DS1 AM'	08:00	09:00	01:00	
4: 'EMM - DS1 PM'	17:00	18:00	01:00	
5: 'EML - DS2 AM'	08:00	09:00	01:00	
6: 'EML - DS2 PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	0	0	0	0	
B	0	0	106	1526	1632	
C	0	143	0	566	709	
D	0	1551	574	0	2125	
Tot.	0	1694	680	2092	4466	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: ELM - DM AM
Junction: A2030 Eastern Road / Anchorage Road signalised junction	
1/1	0
2/1	847
2/2	847
3/1 (short)	106
3/2 (with short)	850(In) 744(Out)
3/3	782
4/1	340
4/2	340
5/1	566
5/2 (with short)	143(In) 0(Out)
5/3 (short)	143
6/1	1310
6/2	782
7/1	775
7/2	776
7/3 (with short)	574(In) 287(Out)
7/4 (short)	287
8/1	0

Lane Saturation Flows

Junction: A2030 Eastern Road / Anchorage Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Kendalls Quay entry)	3.00	0.00	Y	Arm 2 Left	20.00	0.0 %	1915	1915
				Arm 4 Ahead	Inf	0.0 %		
				Arm 6 Right	20.00	0.0 %		
2/1 (A2030 Eastern Road south exit Lane 1)				Infinite Saturation Flow			Inf	Inf
2/2 (A2030 Eastern Road south exit Lane 2)				Infinite Saturation Flow			Inf	Inf
3/1 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 4 Left	15.00	100.0 %	1786	1786
3/2 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
3/3 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/1 (Anchorage Road exit Lane 1)				Infinite Saturation Flow			Inf	Inf
4/2 (Anchorage Road exit Lane 2)				Infinite Saturation Flow			Inf	Inf
5/1 (Anchorage Road entry)	4.00	0.00	Y	Arm 6 Left	25.00	100.0 %	1901	1901
5/2 (Anchorage Road entry)	3.25	0.00	Y	Arm 6 Left	25.00	0.0 %	1940	1940
5/3 (Anchorage Road entry)	3.25	0.00	Y	Arm 2 Right Arm 8 Ahead	25.00 Inf	100.0 % 0.0 %	1830	1830
6/1 (A2030 Eastern Road north exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)				Infinite Saturation Flow			Inf	Inf
7/1 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
				Arm 8 Left	20.00	0.0 %		
7/2 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
7/3 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
7/4 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
8/1 (Kendalls Quay exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	0	0	0	0	
B	0	0	48	1567	1615	
C	0	258	0	663	921	
D	0	1994	178	0	2172	
Tot.	0	2252	226	2230	4708	

Traffic Lane Flows

Lane	Scenario 2: ELM - DM PM
Junction: A2030 Eastern Road / Anchorage Road signalised junction	
1/1	0
2/1	1126
2/2	1126
3/1 (short)	48
3/2 (with short)	823(In) 775(Out)
3/3	792
4/1	113
4/2	113
5/1	663
5/2 (with short)	258(In) 0(Out)
5/3 (short)	258
6/1	1438
6/2	792
7/1	997
7/2	997
7/3 (with short)	178(In) 89(Out)
7/4 (short)	89
8/1	0

Lane Saturation Flows

Junction: A2030 Eastern Road / Anchorage Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Kendalls Quay entry)	3.00	0.00	Y	Arm 2 Left	20.00	0.0 %	1915	1915
				Arm 4 Ahead	Inf	0.0 %		
				Arm 6 Right	20.00	0.0 %		
2/1 (A2030 Eastern Road south exit Lane 1)				Infinite Saturation Flow			Inf	Inf
2/2 (A2030 Eastern Road south exit Lane 2)				Infinite Saturation Flow			Inf	Inf
3/1 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 4 Left	15.00	100.0 %	1786	1786
3/2 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
3/3 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/1 (Anchorage Road exit Lane 1)				Infinite Saturation Flow			Inf	Inf
4/2 (Anchorage Road exit Lane 2)				Infinite Saturation Flow			Inf	Inf
5/1 (Anchorage Road entry)	4.00	0.00	Y	Arm 6 Left	25.00	100.0 %	1901	1901
5/2 (Anchorage Road entry)	3.25	0.00	Y	Arm 6 Left	25.00	0.0 %	1940	1940
5/3 (Anchorage Road entry)	3.25	0.00	Y	Arm 2 Right Arm 8 Ahead	25.00 Inf	100.0 % 0.0 %	1830	1830
6/1 (A2030 Eastern Road north exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)				Infinite Saturation Flow			Inf	Inf
7/1 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
				Arm 8 Left	20.00	0.0 %		
7/2 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
7/3 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
7/4 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
8/1 (Kendalls Quay exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 3: 'EMM - DS1 AM' (FG3: 'EMM - DS1 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	0	0	0	0	
B	0	0	109	1463	1572	
C	0	107	0	633	740	
D	0	1462	573	0	2035	
Tot.	0	1569	682	2096	4347	

Traffic Lane Flows

Lane	Scenario 3: EMM - DS1 AM
Junction: A2030 Eastern Road / Anchorage Road signalised junction	
1/1	0
2/1	785
2/2	784
3/1 (short)	109
3/2 (with short)	823(In) 714(Out)
3/3	749
4/1	342
4/2	340
5/1	335
5/2 (with short)	405(In) 298(Out)
5/3 (short)	107
6/1	1049
6/2	1047
7/1	731
7/2	731
7/3 (with short)	573(In) 287(Out)
7/4 (short)	286
8/1	0

Lane Saturation Flows

Junction: A2030 Eastern Road / Anchorage Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Kendalls Quay entry)	3.00	0.00	Y	Arm 2 Left	20.00	0.0 %	1915	1915
				Arm 4 Ahead	Inf	0.0 %		
				Arm 6 Right	20.00	0.0 %		
2/1 (A2030 Eastern Road south exit Lane 1)				Infinite Saturation Flow			Inf	Inf
2/2 (A2030 Eastern Road south exit Lane 2)				Infinite Saturation Flow			Inf	Inf
3/1 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 4 Left	15.00	100.0 %	1786	1786
3/2 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
3/3 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/1 (Anchorage Road exit Lane 1)				Infinite Saturation Flow			Inf	Inf
4/2 (Anchorage Road exit Lane 2)				Infinite Saturation Flow			Inf	Inf
5/1 (Anchorage Road entry)	4.00	0.00	Y	Arm 6 Left	25.00	100.0 %	1901	1901
5/2 (Anchorage Road entry)	3.25	0.00	Y	Arm 6 Left	25.00	100.0 %	1830	1830
5/3 (Anchorage Road entry)	3.25	0.00	Y	Arm 2 Right Arm 8 Ahead	25.00 Inf	100.0 % 0.0 %	1830	1830
6/1 (A2030 Eastern Road north exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)				Infinite Saturation Flow			Inf	Inf
7/1 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
				Arm 8 Left	20.00	0.0 %		
7/2 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
7/3 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
7/4 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
8/1 (Kendalls Quay exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 4: 'EMM - DS1 PM' (FG4: 'EMM - DS1 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	0	0	0	0	
B	0	0	47	1428	1475	
C	0	141	0	803	944	
D	0	1677	256	0	1933	
Tot.	0	1818	303	2231	4352	

Traffic Lane Flows

Lane	Scenario 4: EMM - DS1 PM
Junction: A2030 Eastern Road / Anchorage Road signalised junction	
1/1	0
2/1	909
2/2	909
3/1 (short)	47
3/2 (with short)	755(In) 708(Out)
3/3	720
4/1	152
4/2	151
5/1	434
5/2 (with short)	510(In) 369(Out)
5/3 (short)	141
6/1	1142
6/2	1089
7/1	838
7/2	839
7/3 (with short)	256(In) 128(Out)
7/4 (short)	128
8/1	0

Lane Saturation Flows

Junction: A2030 Eastern Road / Anchorage Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Kendalls Quay entry)	3.00	0.00	Y	Arm 2 Left	20.00	0.0 %	1915	1915
				Arm 4 Ahead	Inf	0.0 %		
				Arm 6 Right	20.00	0.0 %		
2/1 (A2030 Eastern Road south exit Lane 1)				Infinite Saturation Flow			Inf	Inf
2/2 (A2030 Eastern Road south exit Lane 2)				Infinite Saturation Flow			Inf	Inf
3/1 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 4 Left	15.00	100.0 %	1786	1786
3/2 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
3/3 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/1 (Anchorage Road exit Lane 1)				Infinite Saturation Flow			Inf	Inf
4/2 (Anchorage Road exit Lane 2)				Infinite Saturation Flow			Inf	Inf
5/1 (Anchorage Road entry)	4.00	0.00	Y	Arm 6 Left	25.00	100.0 %	1901	1901
5/2 (Anchorage Road entry)	3.25	0.00	Y	Arm 6 Left	25.00	100.0 %	1830	1830
5/3 (Anchorage Road entry)	3.25	0.00	Y	Arm 2 Right Arm 8 Ahead	25.00 Inf	100.0 % 0.0 %	1830	1830
6/1 (A2030 Eastern Road north exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)				Infinite Saturation Flow			Inf	Inf
7/1 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
				Arm 8 Left	20.00	0.0 %		
7/2 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
7/3 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
7/4 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
8/1 (Kendalls Quay exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 5: 'EML - DS2 AM' (FG5: 'EML - DS2 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	0	0	0	0	
B	0	0	17	1277	1294	
C	0	134	0	768	902	
D	0	1552	579	0	2131	
Tot.	0	1686	596	2045	4327	

Traffic Lane Flows

Lane	Scenario 5: EML - DS2 AM
Junction: A2030 Eastern Road / Anchorage Road signalised junction	
1/1	0
2/1	843
2/2	843
3/1 (short)	17
3/2 (with short)	655(In) 638(Out)
3/3	639
4/1	299
4/2	297
5/1	418
5/2 (with short)	484(In) 350(Out)
5/3 (short)	134
6/1	1056
6/2	989
7/1	776
7/2	776
7/3 (with short)	579(In) 290(Out)
7/4 (short)	289
8/1	0

Lane Saturation Flows

Junction: A2030 Eastern Road / Anchorage Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Kendalls Quay entry)	3.00	0.00	Y	Arm 2 Left	20.00	0.0 %	1915	1915
				Arm 4 Ahead	Inf	0.0 %		
				Arm 6 Right	20.00	0.0 %		
2/1 (A2030 Eastern Road south exit Lane 1)				Infinite Saturation Flow			Inf	Inf
2/2 (A2030 Eastern Road south exit Lane 2)				Infinite Saturation Flow			Inf	Inf
3/1 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 4 Left	15.00	100.0 %	1786	1786
3/2 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
3/3 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/1 (Anchorage Road exit Lane 1)				Infinite Saturation Flow			Inf	Inf
4/2 (Anchorage Road exit Lane 2)				Infinite Saturation Flow			Inf	Inf
5/1 (Anchorage Road entry)	4.00	0.00	Y	Arm 6 Left	25.00	100.0 %	1901	1901
5/2 (Anchorage Road entry)	3.25	0.00	Y	Arm 6 Left	25.00	100.0 %	1830	1830
5/3 (Anchorage Road entry)	3.25	0.00	Y	Arm 2 Right Arm 8 Ahead	25.00 Inf	100.0 % 0.0 %	1830	1830
6/1 (A2030 Eastern Road north exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)				Infinite Saturation Flow			Inf	Inf
7/1 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
				Arm 8 Left	20.00	0.0 %		
7/2 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
7/3 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
7/4 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
8/1 (Kendalls Quay exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 6: 'EML - DS2 PM' (FG6: 'EML - DS2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	0	0	0	0	
B	0	0	23	1450	1473	
C	0	232	0	738	970	
D	0	1968	175	0	2143	
Tot.	0	2200	198	2188	4586	

Traffic Lane Flows

Lane	Scenario 6: EML - DS2 PM
Junction: A2030 Eastern Road / Anchorage Road signalised junction	
1/1	0
2/1	1100
2/2	1100
3/1 (short)	23
3/2 (with short)	746(In) 723(Out)
3/3	727
4/1	100
4/2	98
5/1	644
5/2 (with short)	326(In) 94(Out)
5/3 (short)	232
6/1	1367
6/2	821
7/1	984
7/2	984
7/3 (with short)	175(In) 88(Out)
7/4 (short)	87
8/1	0

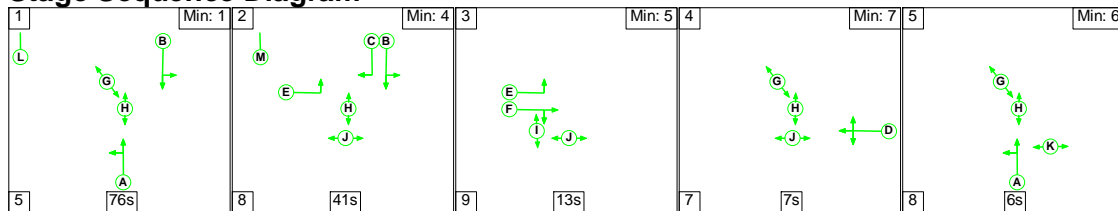
Lane Saturation Flows

Junction: A2030 Eastern Road / Anchorage Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Kendalls Quay entry)	3.00	0.00	Y	Arm 2 Left	20.00	0.0 %	1915	1915
				Arm 4 Ahead	Inf	0.0 %		
				Arm 6 Right	20.00	0.0 %		
2/1 (A2030 Eastern Road south exit Lane 1)				Infinite Saturation Flow			Inf	Inf
2/2 (A2030 Eastern Road south exit Lane 2)				Infinite Saturation Flow			Inf	Inf
3/1 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 4 Left	15.00	100.0 %	1786	1786
3/2 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
3/3 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/1 (Anchorage Road exit Lane 1)				Infinite Saturation Flow			Inf	Inf
4/2 (Anchorage Road exit Lane 2)				Infinite Saturation Flow			Inf	Inf
5/1 (Anchorage Road entry)	4.00	0.00	Y	Arm 6 Left	25.00	100.0 %	1901	1901
5/2 (Anchorage Road entry)	3.25	0.00	Y	Arm 6 Left	25.00	100.0 %	1830	1830
5/3 (Anchorage Road entry)	3.25	0.00	Y	Arm 2 Right Arm 8 Ahead	25.00 Inf	100.0 % 0.0 %	1830	1830
6/1 (A2030 Eastern Road north exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)				Infinite Saturation Flow			Inf	Inf
7/1 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
				Arm 8 Left	20.00	0.0 %		
7/2 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
7/3 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
7/4 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
8/1 (Kendalls Quay exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

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

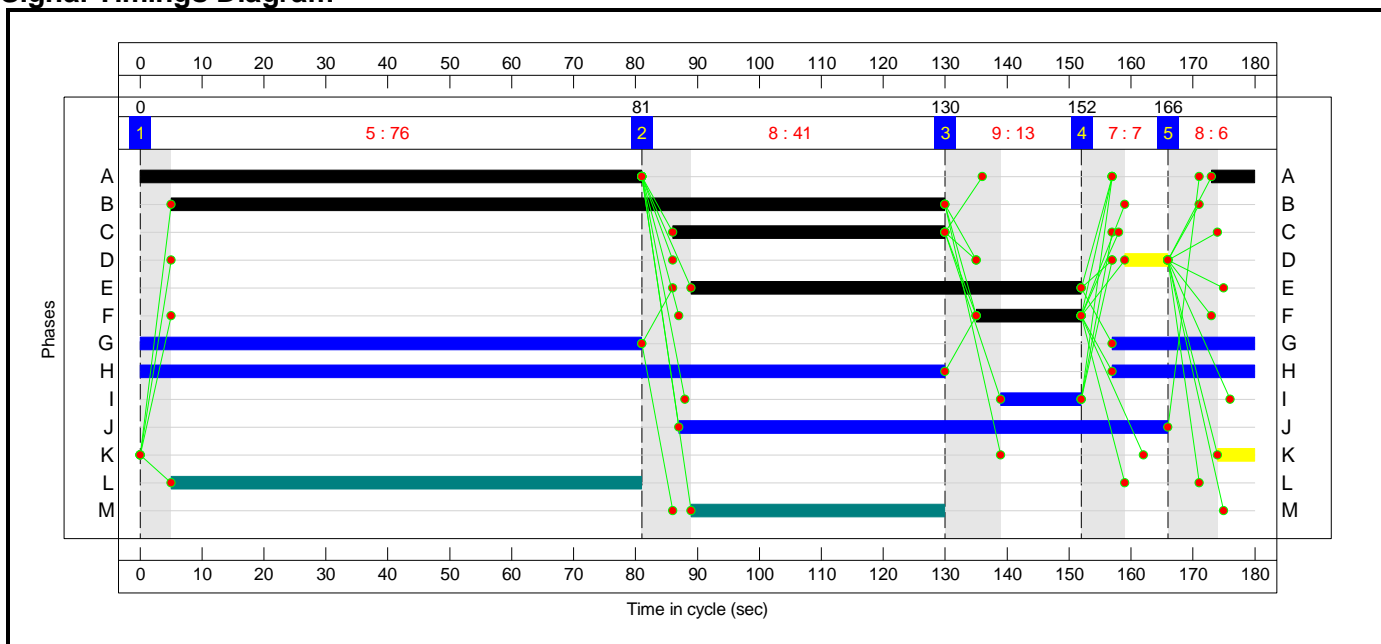
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	76	41	13	7	6
Change Point	0	81	130	152	166

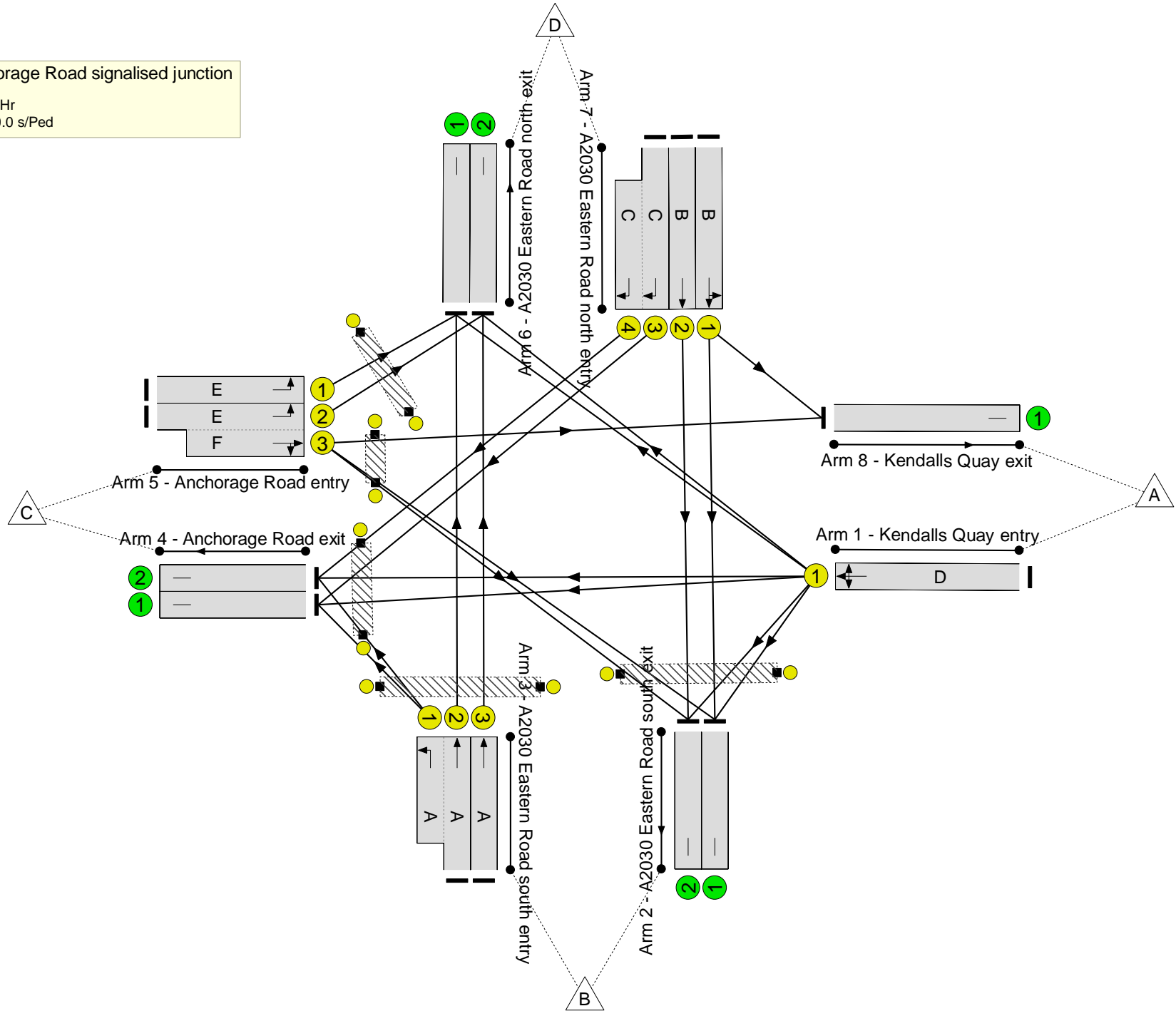
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Eastern Road / Anchorage Road signalised junction
 PRC: 6.8 %
 Total Traffic Delay: 54.9 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	-	-		-	-	-	-	-	-	84.2%
A2030 Eastern Road / Anchorage Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	84.2%
1/1	Kendalls Quay entry Left Ahead Right	U	N/A	N/A	D		1	7	-	0	1915	85	0.0%
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	847	Inf	Inf	0.0%
2/2	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	847	Inf	Inf	0.0%
3/2+3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	A		1	88	-	850	1965:1786	1009	84.2%
3/3	A2030 Eastern Road south entry Ahead	U	N/A	N/A	A		1	88	-	782	1965	972	80.5%
4/1	Anchorage Road exit	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
4/2	Anchorage Road exit	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
5/1	Anchorage Road entry Left	U	N/A	N/A	E		1	63	-	566	1901	676	83.7%
5/2+5/3	Anchorage Road entry Right Left Ahead	U	N/A	N/A	E F		1	63:17	-	143	1940:1830	181	79.2%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	1310	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	782	Inf	Inf	0.0%
7/1	A2030 Eastern Road north entry Ahead Left	U	N/A	N/A	B		1	125	-	775	1965	1375	56.3%
7/2	A2030 Eastern Road north entry Ahead	U	N/A	N/A	B		1	125	-	776	1965	1375	56.4%

Full Input Data And Results

7/3+7/4	A2030 Eastern Road north entry Right	U	N/A	N/A	C		1	44	-	574	1828:1828	902	63.7%
8/1	Kendalls Quay exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	J		1	79	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	13	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	153	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	G		1	104	-	0	-	0	0.0%

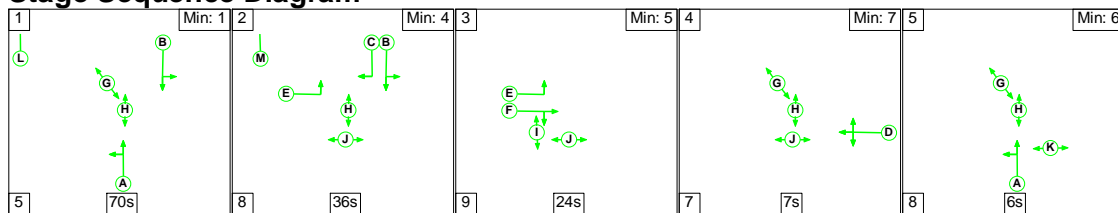
Full Input Data And Results

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	-	-	0	0	0	44.0	11.0	0.0	54.9	-	-	-	-
A2030 Eastern Road / Anchorage Road signalised junction	-	-	0	0	0	44.0	11.0	0.0	54.9	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	850	850	-	-	-	8.8	2.6	-	11.4	48.3	34.0	2.6	36.6
3/3	782	782	-	-	-	8.3	2.0	-	10.3	47.5	32.8	2.0	34.8
4/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	566	566	-	-	-	8.4	2.5	-	10.8	68.9	25.9	2.5	28.4
5/2+5/3	143	143	-	-	-	3.1	1.7	-	4.9	122.8	7.0	1.7	8.7
6/1	1310	1310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	775	775	-	-	-	2.9	0.6	-	3.5	16.4	19.2	0.6	19.8
7/2	776	776	-	-	-	2.9	0.6	-	3.5	16.4	19.2	0.6	19.8
7/3+7/4	574	574	-	-	-	9.6	0.9	-	10.4	65.5	12.8	0.9	13.6
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		6.8	Total Delay for Signalled Lanes (pcuHr):		54.94	Cycle Time (s): 180				
			PRC Over All Lanes (%):		6.8	Total Delay Over All Lanes (pcuHr):		54.94					

Full Input Data And Results

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

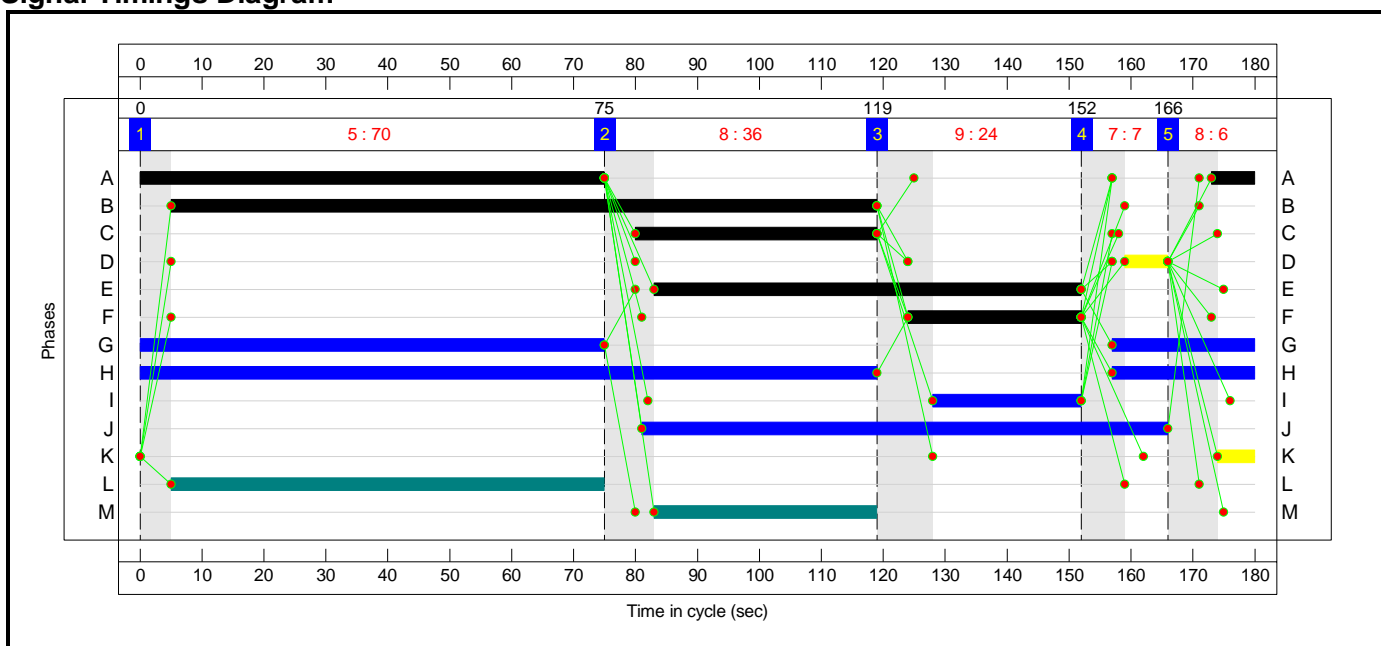
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	70	36	24	7	6
Change Point	0	75	119	152	166

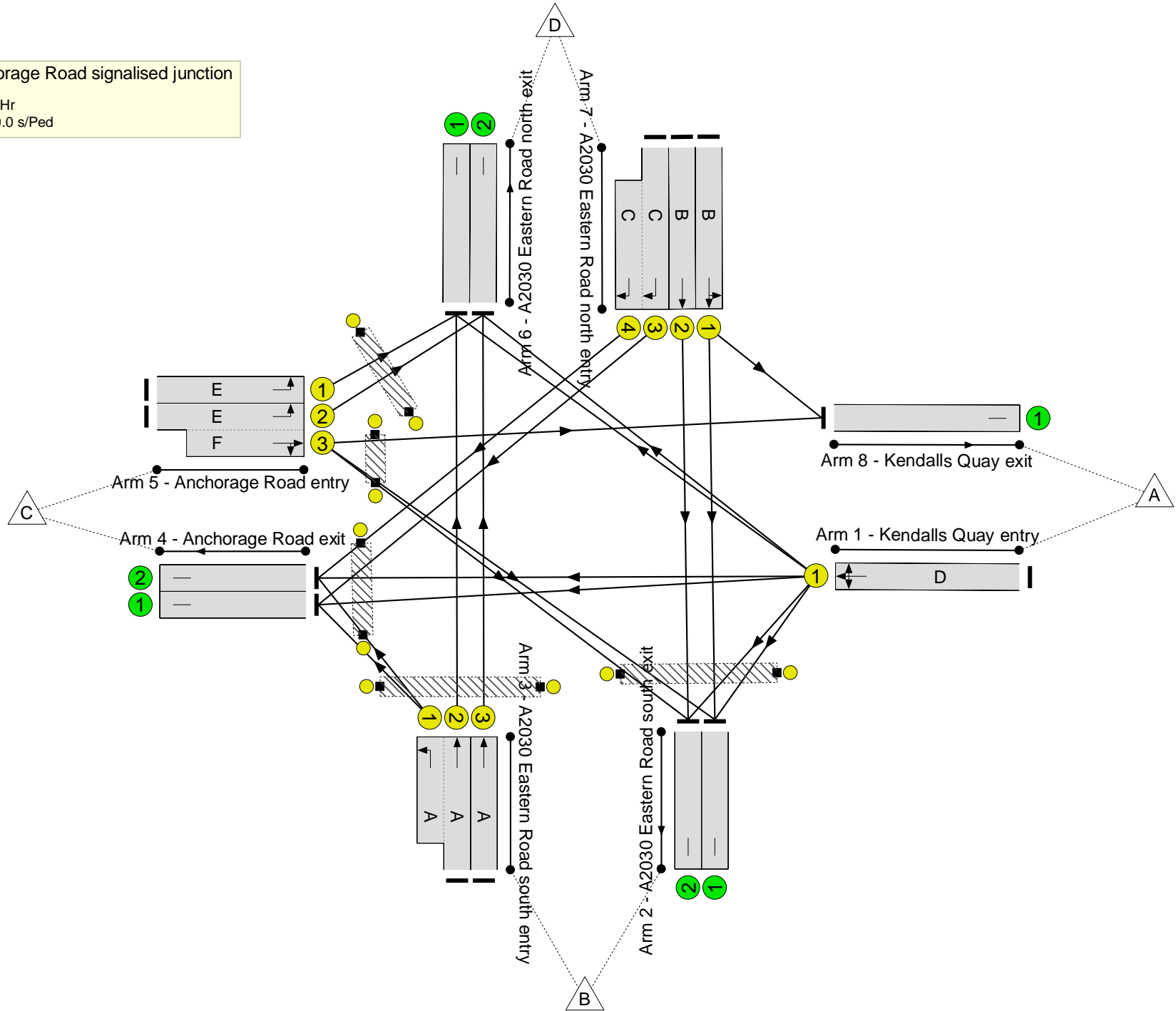
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Eastern Road / Anchorage Road signalised junction
 PRC: 0.4 %
 Total Traffic Delay: 68.5 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	-	-		-	-	-	-	-	-	89.7%
A2030 Eastern Road / Anchorage Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	89.7%
1/1	Kendalls Quay entry Left Ahead Right	U	N/A	N/A	D		1	7	-	0	1915	85	0.0%
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	1126	Inf	Inf	0.0%
2/2	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	1126	Inf	Inf	0.0%
3/2+3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	A		1	82	-	823	1965:1786	924	89.0%
3/3	A2030 Eastern Road south entry Ahead	U	N/A	N/A	A		1	82	-	792	1965	906	87.4%
4/1	Anchorage Road exit	U	N/A	N/A	-		-	-	-	113	Inf	Inf	0.0%
4/2	Anchorage Road exit	U	N/A	N/A	-		-	-	-	113	Inf	Inf	0.0%
5/1	Anchorage Road entry Left	U	N/A	N/A	E		1	69	-	663	1901	739	89.7%
5/2+5/3	Anchorage Road entry Right Left Ahead	U	N/A	N/A	E F		1	69:28	-	258	1940:1830	293	88.2%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	1438	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	792	Inf	Inf	0.0%
7/1	A2030 Eastern Road north entry Ahead Left	U	N/A	N/A	B		1	114	-	997	1965	1255	79.4%
7/2	A2030 Eastern Road north entry Ahead	U	N/A	N/A	B		1	114	-	997	1965	1255	79.4%

Full Input Data And Results

7/3+7/4	A2030 Eastern Road north entry Right	U	N/A	N/A	C		1	39	-	178	1828:1828	812	21.9%
8/1	Kendalls Quay exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	J		1	85	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	24	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	142	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	G		1	98	-	0	-	0	0.0%

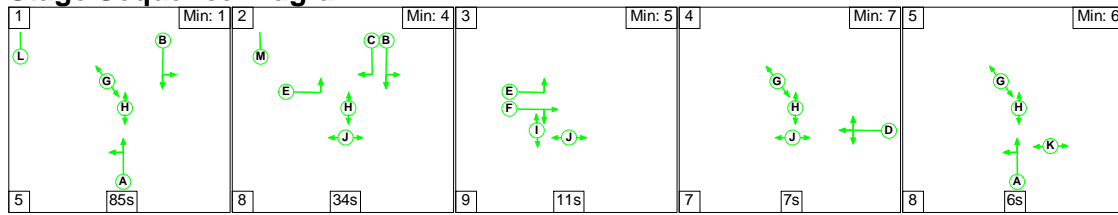
Full Input Data And Results

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	-	-	0	0	0	50.4	18.1	0.0	68.5	-	-	-	-
A2030 Eastern Road / Anchorage Road signalised junction	-	-	0	0	0	50.4	18.1	0.0	68.5	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1126	1126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1126	1126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	823	823	-	-	-	9.9	3.8	-	13.7	59.9	36.3	3.8	40.1
3/3	792	792	-	-	-	9.6	3.3	-	12.9	58.7	35.6	3.3	38.9
4/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	663	663	-	-	-	9.5	3.9	-	13.4	73.0	30.9	3.9	34.9
5/2+5/3	258	258	-	-	-	5.3	3.2	-	8.5	117.9	12.6	3.2	15.8
6/1	1438	1438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	997	997	-	-	-	6.6	1.9	-	8.5	30.7	36.3	1.9	38.2
7/2	997	997	-	-	-	6.6	1.9	-	8.5	30.7	36.3	1.9	38.2
7/3+7/4	178	178	-	-	-	2.8	0.1	-	3.0	60.1	3.6	0.1	3.8
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		0.4	Total Delay for Signalled Lanes (pcuHr):		68.47	Cycle Time (s): 180				
			PRC Over All Lanes (%):		0.4	Total Delay Over All Lanes (pcuHr):		68.47					

Full Input Data And Results

Scenario 3: 'EMM - DS1 AM' (FG3: 'EMM - DS1 AM', Plan 1: 'Network Control Plan 1')

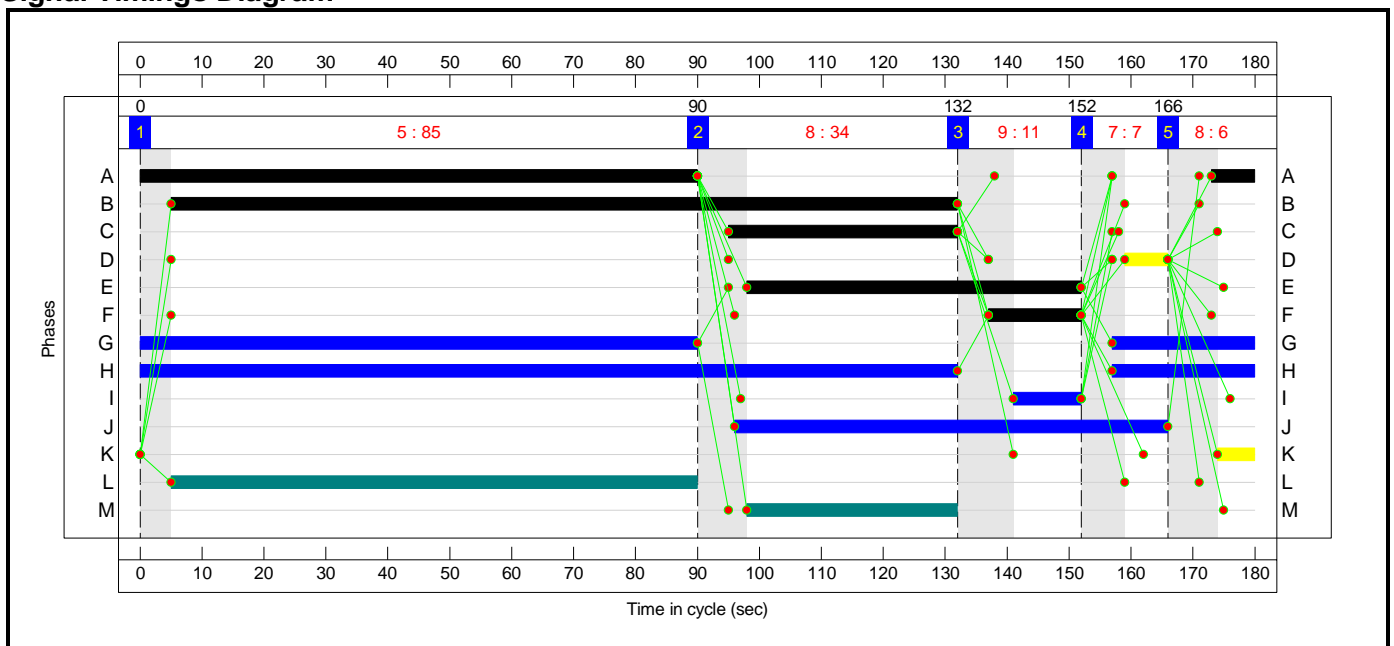
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	85	34	11	7	6
Change Point	0	90	132	152	166

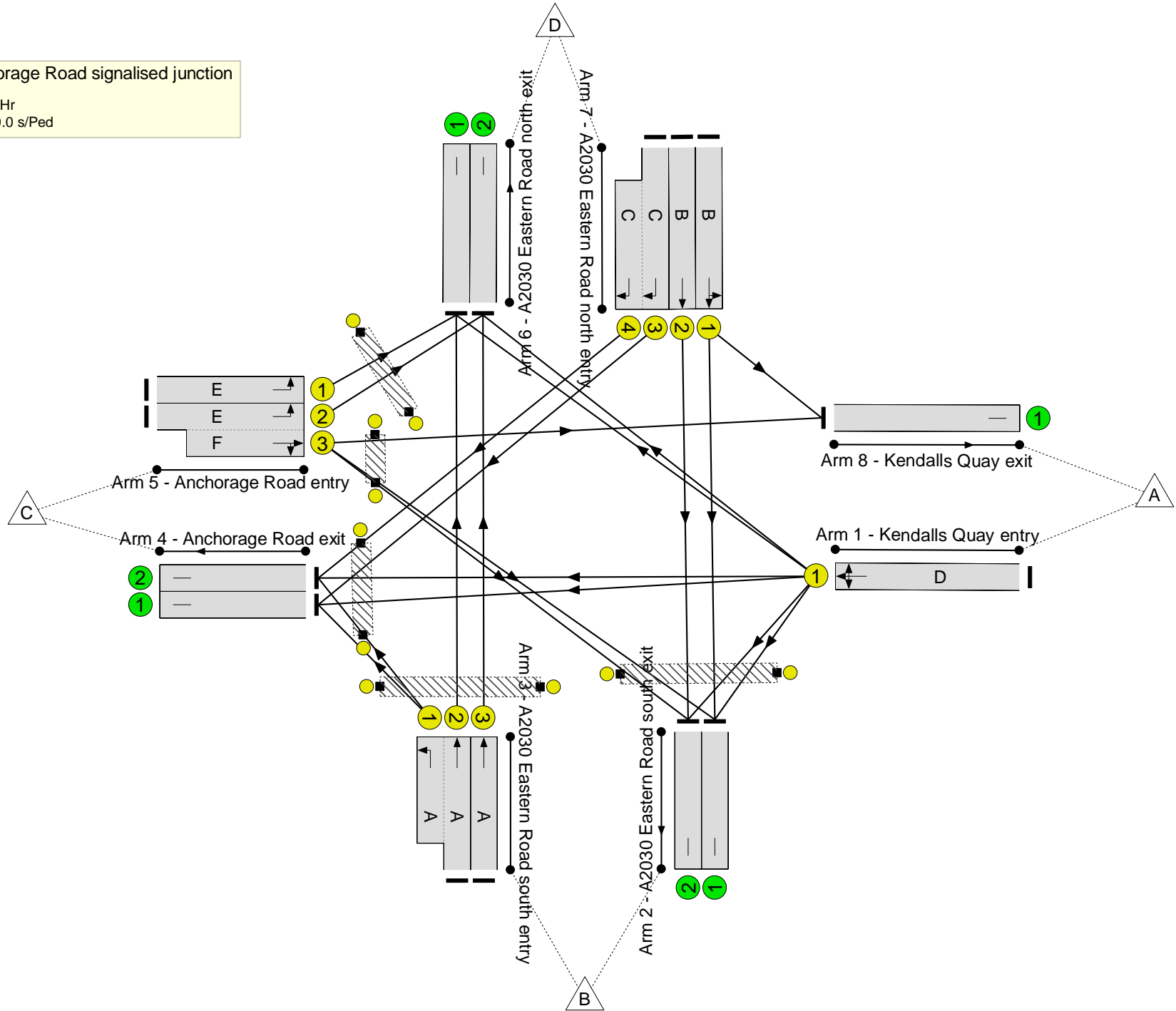
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Eastern Road / Anchorage Road signalised junction
 PRC: 21.2 %
 Total Traffic Delay: 47.2 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	-	-		-	-	-	-	-	-	74.2%
A2030 Eastern Road / Anchorage Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	74.2%
1/1	Kendalls Quay entry Left Ahead Right	U	N/A	N/A	D		1	7	-	0	1915	85	0.0%
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	785	Inf	Inf	0.0%
2/2	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
3/2+3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	A		1	97	-	823	1965:1786	1109	74.2%
3/3	A2030 Eastern Road south entry Ahead	U	N/A	N/A	A		1	97	-	749	1965	1070	70.0%
4/1	Anchorage Road exit	U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
4/2	Anchorage Road exit	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
5/1	Anchorage Road entry Left	U	N/A	N/A	E		1	54	-	335	1901	581	57.7%
5/2+5/3	Anchorage Road entry Right Left Ahead	U	N/A	N/A	E F		1	54:15	-	405	1830:1830	550	73.6%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	1049	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	1047	Inf	Inf	0.0%
7/1	A2030 Eastern Road north entry Ahead Left	U	N/A	N/A	B		1	127	-	731	1965	1397	52.3%
7/2	A2030 Eastern Road north entry Ahead	U	N/A	N/A	B		1	127	-	731	1965	1397	52.3%

Full Input Data And Results

7/3+7/4	A2030 Eastern Road north entry Right	U	N/A	N/A	C		1	37	-	573	1828:1828	772	74.2%
8/1	Kendalls Quay exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	J		1	70	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	11	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	155	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	G		1	113	-	0	-	0	0.0%

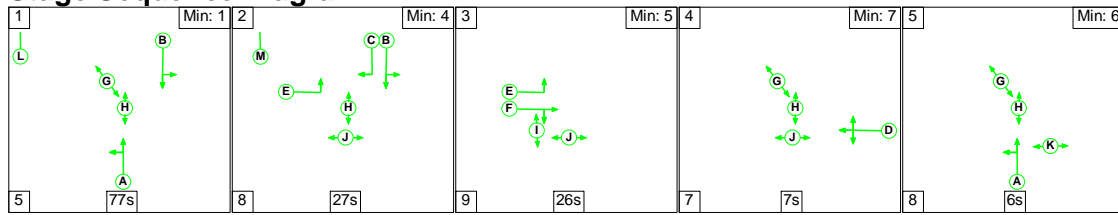
Full Input Data And Results

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	-	-	0	0	0	40.0	7.1	0.0	47.2	-	-	-	-
A2030 Eastern Road / Anchorage Road signalised junction	-	-	0	0	0	40.0	7.1	0.0	47.2	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	823	823	-	-	-	6.7	1.4	-	8.1	35.4	28.1	1.4	29.6
3/3	749	749	-	-	-	6.3	1.2	-	7.4	35.8	27.5	1.2	28.6
4/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	335	335	-	-	-	4.9	0.7	-	5.6	60.0	14.1	0.7	14.7
5/2+5/3	405	405	-	-	-	6.7	1.4	-	8.1	71.9	14.8	1.4	16.2
6/1	1049	1049	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1047	1047	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	731	731	-	-	-	2.4	0.5	-	3.0	14.7	16.7	0.5	17.2
7/2	731	731	-	-	-	2.4	0.5	-	3.0	14.7	16.7	0.5	17.2
7/3+7/4	573	573	-	-	-	10.6	1.4	-	12.0	75.4	13.4	1.4	14.8
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		21.2	Total Delay for Signalled Lanes (pcuHr):		47.15	Cycle Time (s): 180				
			PRC Over All Lanes (%):		21.2	Total Delay Over All Lanes (pcuHr):		47.15					

Full Input Data And Results

Scenario 4: 'EMM - DS1 PM' (FG4: 'EMM - DS1 PM', Plan 1: 'Network Control Plan 1')

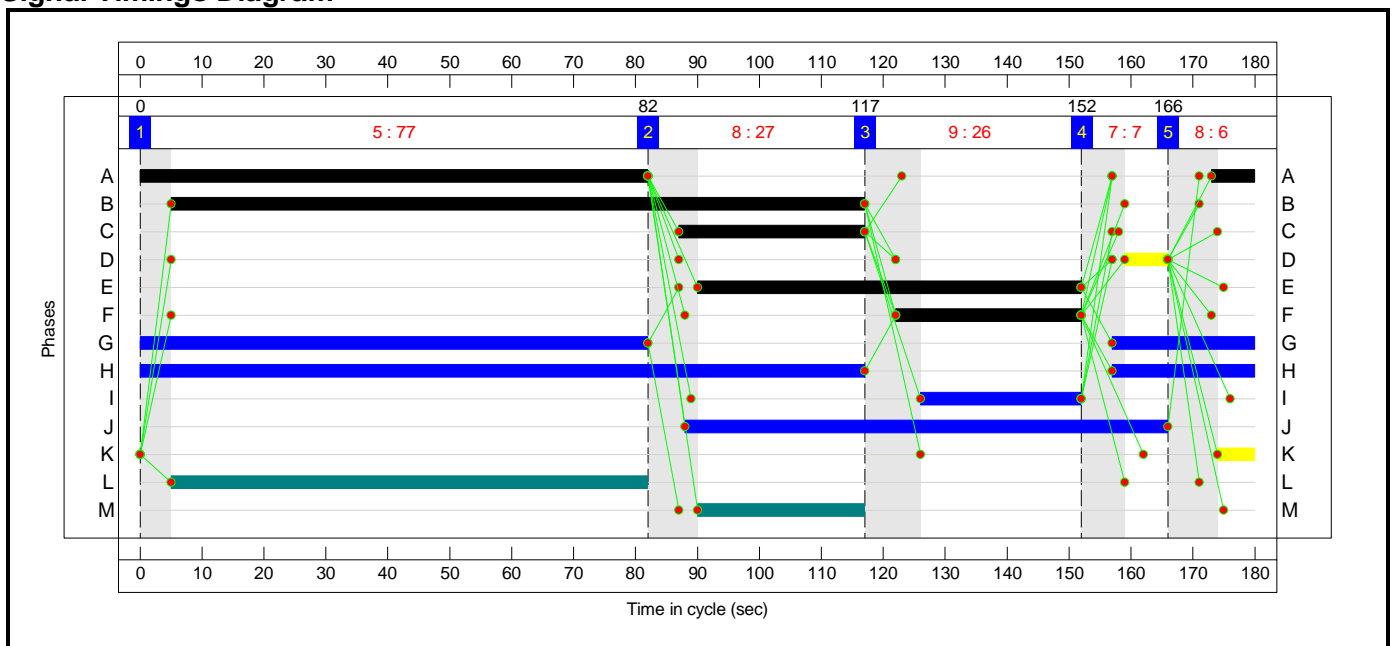
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	77	27	26	7	6
Change Point	0	82	117	152	166

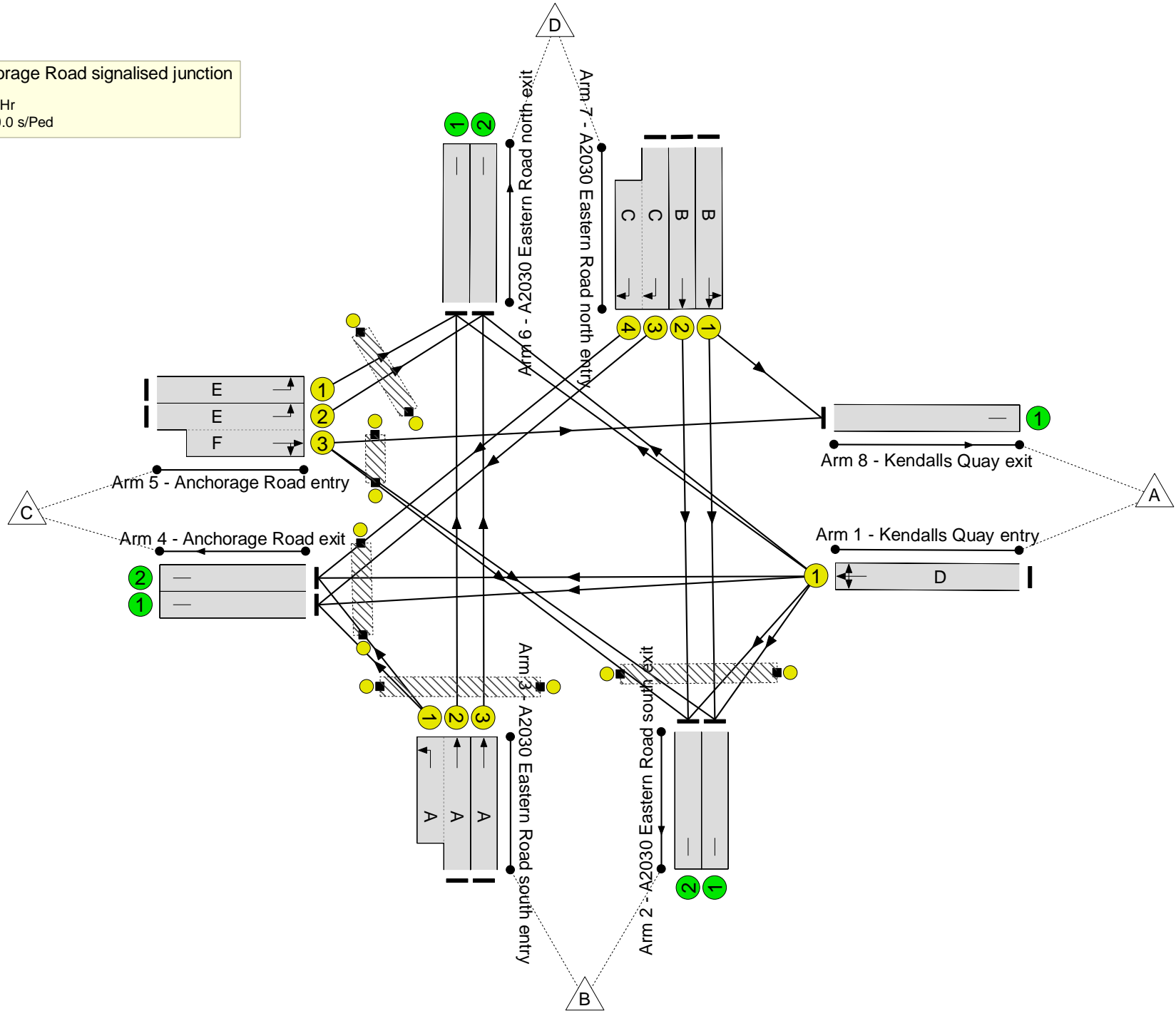
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Eastern Road / Anchorage Road signalised junction
 PRC: 19.4 %
 Total Traffic Delay: 50.6 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	-	-		-	-	-	-	-	-	75.4%
A2030 Eastern Road / Anchorage Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	75.4%
1/1	Kendalls Quay entry Left Ahead Right	U	N/A	N/A	D		1	7	-	0	1915	85	0.0%
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	909	Inf	Inf	0.0%
2/2	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	909	Inf	Inf	0.0%
3/2+3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	A		1	89	-	755	1965:1786	1001	75.4%
3/3	A2030 Eastern Road south entry Ahead	U	N/A	N/A	A		1	89	-	720	1965	982	73.3%
4/1	Anchorage Road exit	U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
4/2	Anchorage Road exit	U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
5/1	Anchorage Road entry Left	U	N/A	N/A	E		1	62	-	434	1901	665	65.2%
5/2+5/3	Anchorage Road entry Right Left Ahead	U	N/A	N/A	E F		1	62:30	-	510	1830:1830	679	75.1%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	1142	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	1089	Inf	Inf	0.0%
7/1	A2030 Eastern Road north entry Ahead Left	U	N/A	N/A	B		1	112	-	838	1965	1234	67.9%
7/2	A2030 Eastern Road north entry Ahead	U	N/A	N/A	B		1	112	-	839	1965	1234	68.0%

Full Input Data And Results

7/3+7/4	A2030 Eastern Road north entry Right	U	N/A	N/A	C		1	30	-	256	1828:1828	630	40.7%
8/1	Kendalls Quay exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	J		1	78	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	26	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	140	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	G		1	105	-	0	-	0	0.0%

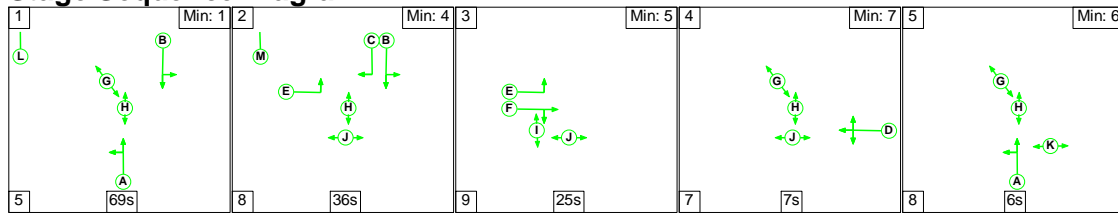
Full Input Data And Results

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	-	-	0	0	0	42.9	7.7	0.0	50.6	-	-	-	-
A2030 Eastern Road / Anchorage Road signalised junction	-	-	0	0	0	42.9	7.7	0.0	50.6	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	755	755	-	-	-	7.4	1.5	-	8.9	42.3	28.8	1.5	30.3
3/3	720	720	-	-	-	7.1	1.4	-	8.5	42.3	28.4	1.4	29.8
4/1	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	434	434	-	-	-	5.9	0.9	-	6.9	57.0	18.2	0.9	19.1
5/2+5/3	510	510	-	-	-	7.7	1.5	-	9.1	64.5	19.3	1.5	20.8
6/1	1142	1142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1089	1089	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	838	838	-	-	-	5.1	1.1	-	6.1	26.3	27.0	1.1	28.1
7/2	839	839	-	-	-	5.1	1.1	-	6.1	26.3	27.0	1.1	28.1
7/3+7/4	256	256	-	-	-	4.7	0.3	-	5.1	71.1	5.7	0.3	6.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		19.4	Total Delay for Signalled Lanes (pcuHr):		50.64	Cycle Time (s): 180				
			PRC Over All Lanes (%):		19.4	Total Delay Over All Lanes (pcuHr):		50.64					

Full Input Data And Results

Scenario 5: 'EML - DS2 AM' (FG5: 'EML - DS2 AM', Plan 1: 'Network Control Plan 1')

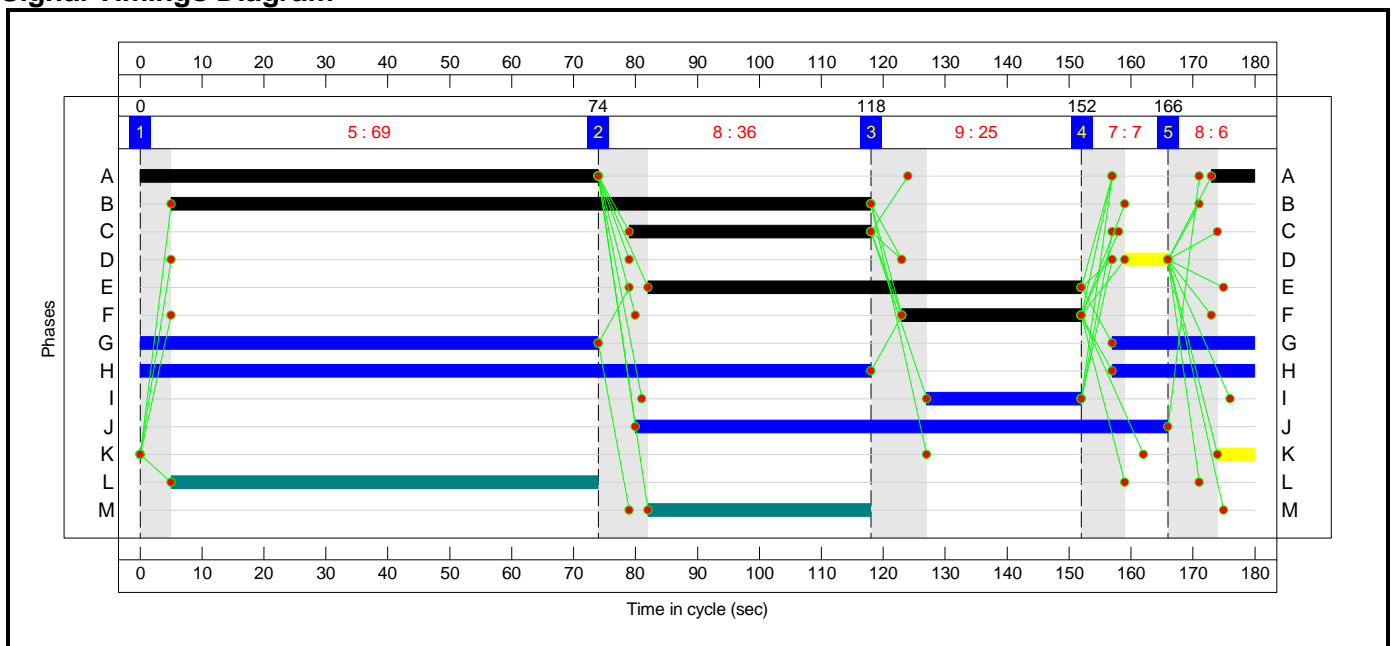
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	69	36	25	7	6
Change Point	0	74	118	152	166

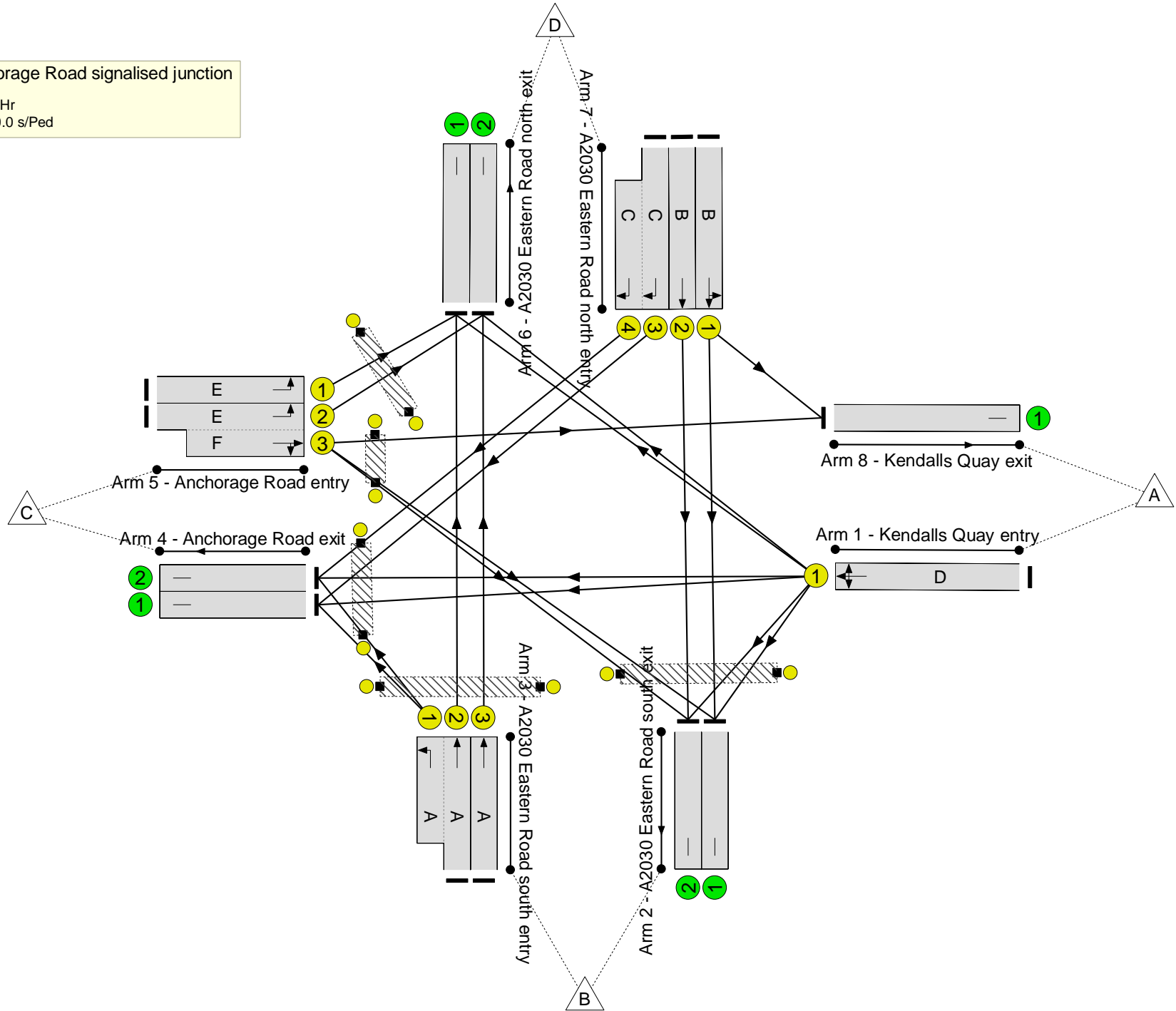
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Eastern Road / Anchorage Road signalised junction
 PRC: 24.3 %
 Total Traffic Delay: 52.0 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	-	-		-	-	-	-	-	-	72.4%
A2030 Eastern Road / Anchorage Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
1/1	Kendalls Quay entry Left Ahead Right	U	N/A	N/A	D		1	7	-	0	1915	85	0.0%
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	843	Inf	Inf	0.0%
2/2	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	843	Inf	Inf	0.0%
3/2+3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	A		1	81	-	655	1965:1786	905	72.4%
3/3	A2030 Eastern Road south entry Ahead	U	N/A	N/A	A		1	81	-	639	1965	895	71.4%
4/1	Anchorage Road exit	U	N/A	N/A	-		-	-	-	299	Inf	Inf	0.0%
4/2	Anchorage Road exit	U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
5/1	Anchorage Road entry Left	U	N/A	N/A	E		1	70	-	418	1901	750	55.7%
5/2+5/3	Anchorage Road entry Right Left Ahead	U	N/A	N/A	E F		1	70:29	-	484	1830:1830	668	72.4%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	1056	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
7/1	A2030 Eastern Road north entry Ahead Left	U	N/A	N/A	B		1	113	-	776	1965	1244	62.4%
7/2	A2030 Eastern Road north entry Ahead	U	N/A	N/A	B		1	113	-	776	1965	1244	62.4%

Full Input Data And Results

7/3+7/4	A2030 Eastern Road north entry Right	U	N/A	N/A	C		1	39	-	579	1828:1828	812	71.3%
8/1	Kendalls Quay exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	J		1	86	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	25	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	141	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	G		1	97	-	0	-	0	0.0%

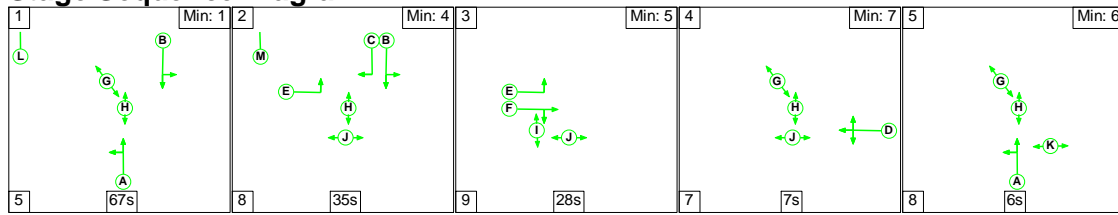
Full Input Data And Results

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	-	-	0	0	0	44.7	7.3	0.0	52.0	-	-	-	-
A2030 Eastern Road / Anchorage Road signalised junction	-	-	0	0	0	44.7	7.3	0.0	52.0	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	843	843	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	843	843	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	655	655	-	-	-	7.2	1.3	-	8.5	46.5	26.0	1.3	27.3
3/3	639	639	-	-	-	7.0	1.2	-	8.3	46.5	25.7	1.2	27.0
4/1	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	418	418	-	-	-	4.9	0.6	-	5.5	47.7	16.1	0.6	16.8
5/2+5/3	484	484	-	-	-	6.6	1.3	-	7.9	58.5	16.3	1.3	17.6
6/1	1056	1056	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	776	776	-	-	-	4.3	0.8	-	5.1	23.8	23.5	0.8	24.3
7/2	776	776	-	-	-	4.3	0.8	-	5.1	23.8	23.5	0.8	24.3
7/3+7/4	579	579	-	-	-	10.4	1.2	-	11.6	72.3	13.4	1.2	14.6
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		24.3	Total Delay for Signalled Lanes (pcuHr):		52.02	Cycle Time (s): 180				
			PRC Over All Lanes (%):		24.3	Total Delay Over All Lanes (pcuHr):		52.02					

Full Input Data And Results

Scenario 6: 'EML - DS2 PM' (FG6: 'EML - DS2 PM', Plan 1: 'Network Control Plan 1')

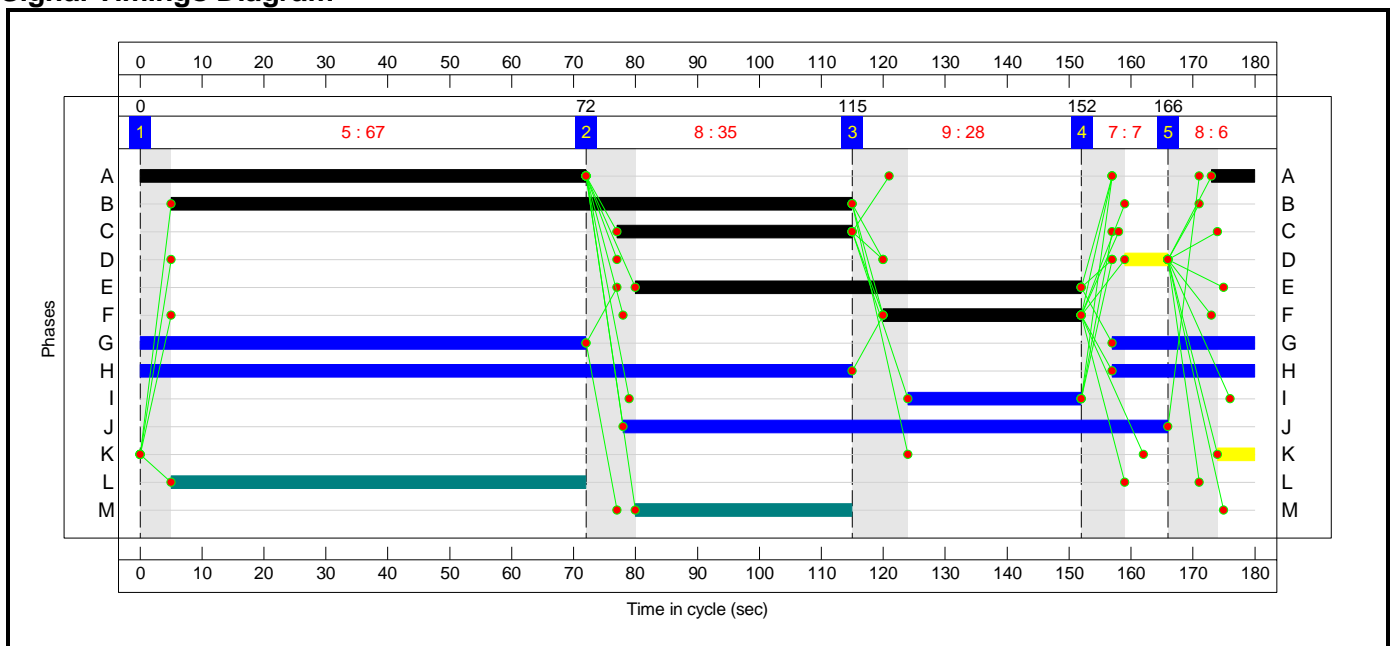
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	67	35	28	7	6
Change Point	0	72	115	152	166

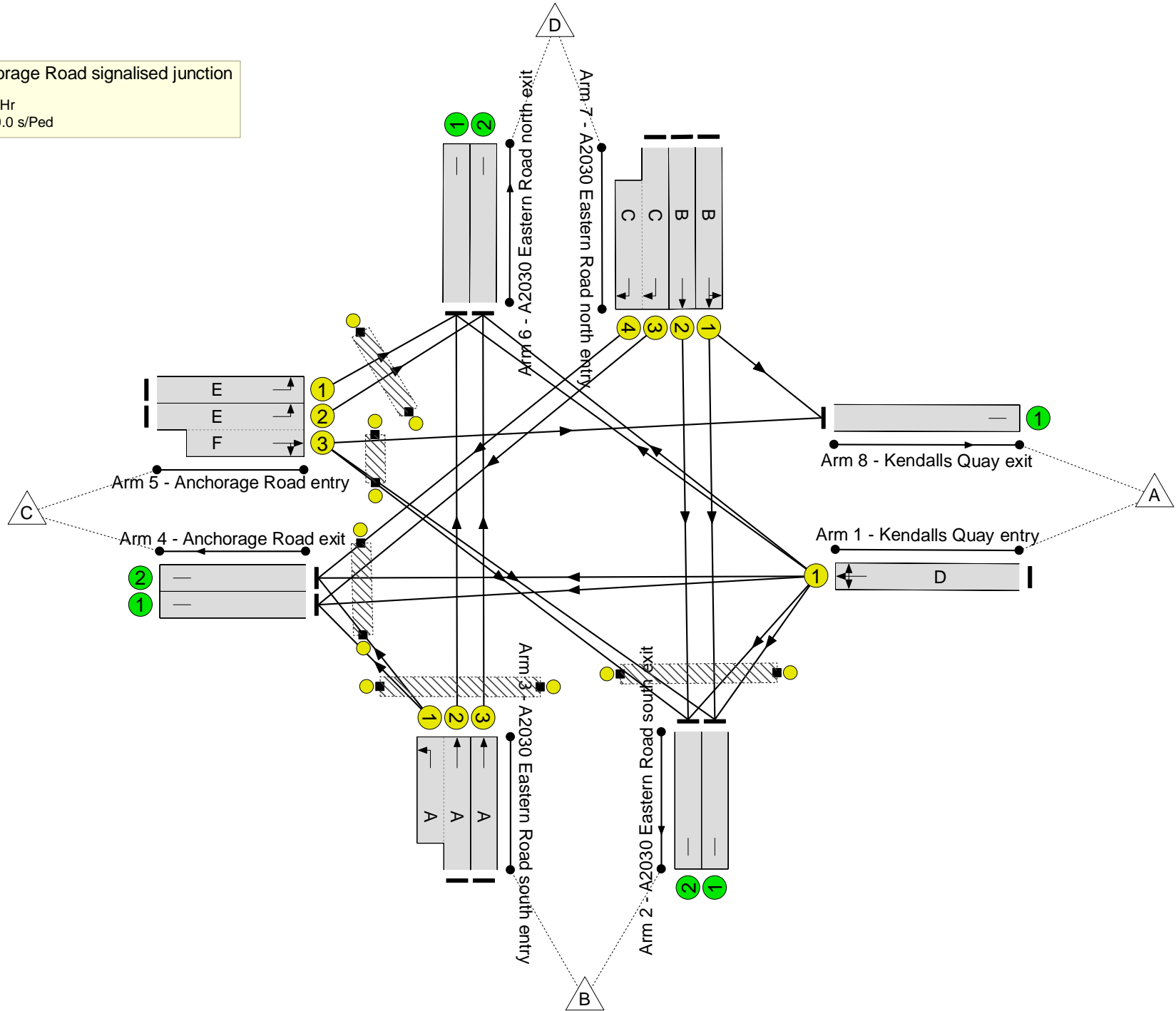
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Eastern Road / Anchorage Road signalised junction
 PRC: 6.7 %
 Total Traffic Delay: 63.7 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	-	-		-	-	-	-	-	-	84.3%
A2030 Eastern Road / Anchorage Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	84.3%
1/1	Kendalls Quay entry Left Ahead Right	U	N/A	N/A	D		1	7	-	0	1915	85	0.0%
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%
2/2	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%
3/2+3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	A		1	79	-	746	1965:1786	884	84.3%
3/3	A2030 Eastern Road south entry Ahead	U	N/A	N/A	A		1	79	-	727	1965	873	83.2%
4/1	Anchorage Road exit	U	N/A	N/A	-		-	-	-	100	Inf	Inf	0.0%
4/2	Anchorage Road exit	U	N/A	N/A	-		-	-	-	98	Inf	Inf	0.0%
5/1	Anchorage Road entry Left	U	N/A	N/A	E		1	72	-	644	1901	771	83.5%
5/2+5/3	Anchorage Road entry Right Left Ahead	U	N/A	N/A	E F		1	72:32	-	326	1830:1830	390	83.6%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	1367	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	821	Inf	Inf	0.0%
7/1	A2030 Eastern Road north entry Ahead Left	U	N/A	N/A	B		1	110	-	984	1965	1212	81.2%
7/2	A2030 Eastern Road north entry Ahead	U	N/A	N/A	B		1	110	-	984	1965	1212	81.2%

Full Input Data And Results

7/3+7/4	A2030 Eastern Road north entry Right	U	N/A	N/A	C		1	38	-	175	1828:1828	792	22.1%
8/1	Kendalls Quay exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	J		1	88	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	28	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	138	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	G		1	95	-	0	-	0	0.0%

Full Input Data And Results

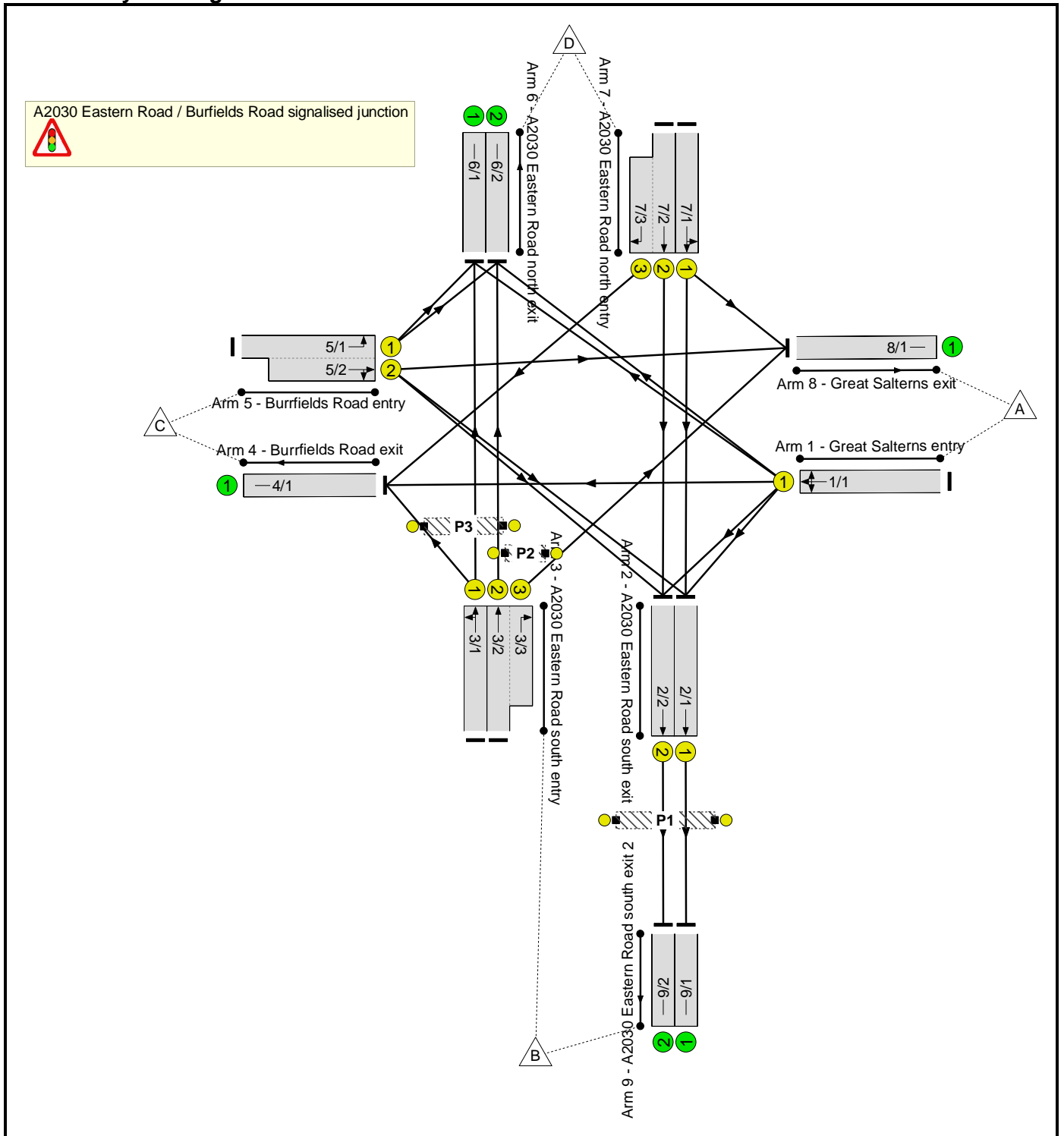
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	49.5	14.2	0.0	63.7	-	-	-	-
A2030 Eastern Road / Anchorage Road signalised junction	-	-	0	0	0	49.5	14.2	0.0	63.7	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1100	1100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1100	1100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	746	746	-	-	-	9.1	2.6	-	11.7	56.5	32.5	2.6	35.1
3/3	727	727	-	-	-	8.9	2.4	-	11.3	56.0	31.9	2.4	34.3
4/1	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	644	644	-	-	-	8.6	2.4	-	11.0	61.7	28.8	2.4	31.2
5/2+5/3	326	326	-	-	-	5.6	2.4	-	8.0	87.9	12.7	2.4	15.1
6/1	1367	1367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	821	821	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	984	984	-	-	-	7.2	2.1	-	9.4	34.2	37.7	2.1	39.8
7/2	984	984	-	-	-	7.2	2.1	-	9.4	34.2	37.7	2.1	39.8
7/3+7/4	175	175	-	-	-	2.8	0.1	-	3.0	60.9	3.6	0.1	3.8
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		6.7	Total Delay for Signalled Lanes (pcuHr):		63.70	Cycle Time (s): 180				
			PRC Over All Lanes (%):		6.7	Total Delay Over All Lanes (pcuHr):		63.70					

Full Input Data And Results
Full Input Data And Results

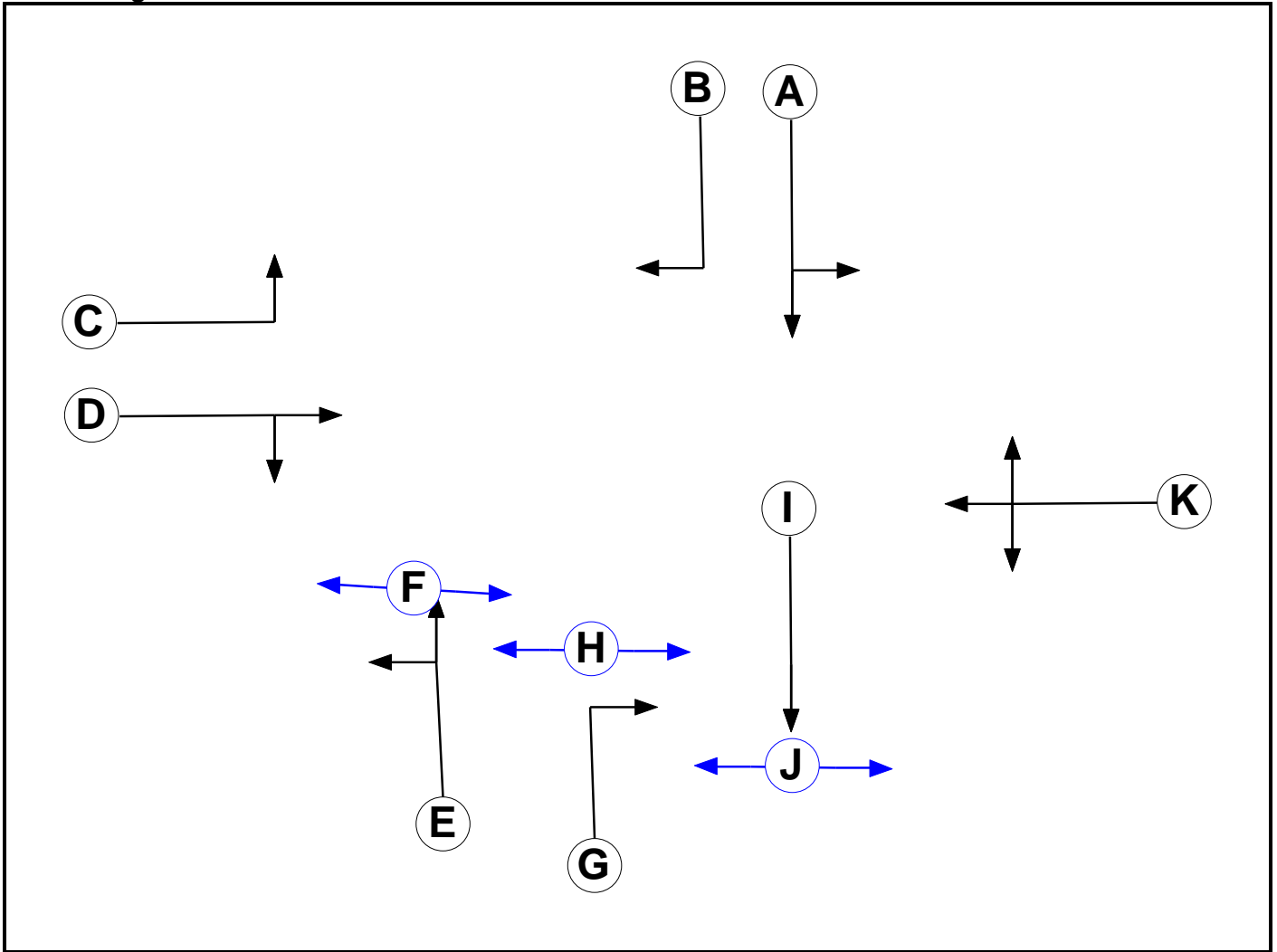
User and Project Details

Project:	
Title:	A2030 Eastern Road / Burrfields Road traffic signal junction
Location:	
Additional detail:	
File name:	A2030 Eastern Rd_Burrfields Rd.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		7	7
G	Traffic		7	7
H	Pedestrian		7	7
I	Traffic		7	7
J	Pedestrian		7	7
K	Traffic		7	7

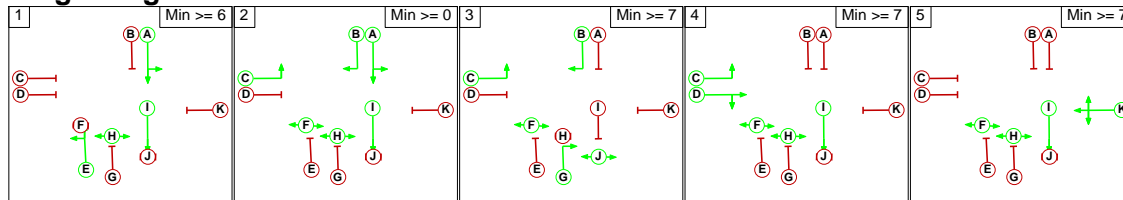
Phase Intergrens Matrix

		Starting Phase										
		A	B	C	D	E	F	G	H	I	J	K
Terminating Phase	A	-	-	5	-	-	7	-	-	-	-	6
	B	-	-	6	7	-	-	-	-	-	-	5
	C	-	-	-	5	-	-	-	-	-	-	7
	D	8	6	-	-	7	-	6	-	-	-	7
	E	-	7	5	7	-	5	-	-	-	-	6
	F	-	-	-	-	7	-	-	-	-	-	-
	G	5	-	-	8	-	-	-	5	-	-	5
	H	-	-	-	-	-	-	7	-	-	-	-
	I	-	-	-	-	-	-	-	-	-	5	-
	J	-	-	-	-	-	-	-	-	7	-	-
	K	6	5	7	7	6	-	5	-	-	-	-

Phases in Stage

Stage No.	Phases in Stage
1	A E H I
2	A B C F H I
3	B C F G J
4	C D F H I
5	F H I K

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1	-	7	7	7	6
	2	7	-	7	6	7
	3	7	7	-	8	7
	4	8	8	7	-	7
	5	7	7	7	7	-

Full Input Data And Results

Give-Way Lane Input Data

Junction: A2030 Eastern Road / Burfields Road signalised junction

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: A2030 Eastern Road / Burfields Road signalised junction												
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 (Great Salterns entry)	U	K	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Left	15.00
											Arm 4 Ahead	Inf
											Arm 6 Right	15.00
2/1 (A2030 Eastern Road south exit)	U	I	2	3	3.1	Geom	-	3.00	0.00	Y	Arm 9 Ahead	Inf
2/2 (A2030 Eastern Road south exit)	U	I	2	3	3.1	Geom	-	3.00	0.00	Y	Arm 9 Ahead	Inf
3/1 (A2030 Eastern Road south entry)	U	E	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Left	10.00
											Arm 6 Ahead	Inf
3/2 (A2030 Eastern Road south entry)	U	E	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Ahead	Inf
3/3 (A2030 Eastern Road south entry)	U	G	2	3	12.2	Geom	-	3.50	0.00	Y	Arm 8 Right	10.00
4/1 (Burrfields Road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Burrfields Road entry)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Left	12.00
5/2 (Burrfields Road entry)	U	D	2	3	7.8	Geom	-	3.25	0.00	Y	Arm 2 Right	15.00
											Arm 8 Ahead	Inf
6/1 (A2030 Eastern Road north exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (A2030 Eastern Road north exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A2030 Eastern Road north entry)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Ahead	Inf
											Arm 8 Left	15.00

Full Input Data And Results

7/2 (A2030 Eastern Road north entry)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Ahead	Inf
7/3 (A2030 Eastern Road north entry)	U	B	2	3	12.2	Geom	-	3.00	0.00	Y	Arm 4 Right	12.00
8/1 (Great Salterns exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (A2030 Eastern Road south exit 2)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (A2030 Eastern Road south exit 2)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'ELM - DM AM'	08:00	09:00	01:00	
2: 'ELM - DM PM'	17:00	18:00	01:00	
3: 'EMM - DS1 AM'	08:00	09:00	01:00	
4: 'EMM - DS1 PM'	17:00	18:00	01:00	
5: 'EML - DS2 AM'	08:00	09:00	01:00	
6: 'EML - DS2 PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	118	1519	1637
	C	0	90	0	132	222
	D	0	1305	350	0	1655
	Tot.	0	1395	468	1651	3514

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: ELM - DM AM
Junction: A2030 Eastern Road / Burfields Road signalised junction	
1/1	0
2/1	1305
2/2	90
3/1	808
3/2 (with short)	829(In) 829(Out)
3/3 (short)	0
4/1	468
5/1 (with short)	222(In) 132(Out)
5/2 (short)	90
6/1	756
6/2	895
7/1	1305
7/2 (with short)	350(In) 0(Out)
7/3 (short)	350
8/1	0
9/1	1305
9/2	90

Lane Saturation Flows

Junction: A2030 Eastern Road / Burfields Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Great Salterns entry)	3.00	0.00	Y	Arm 2 Left	15.00	0.0 %	1915	1915
				Arm 4 Ahead	Inf	0.0 %		
				Arm 6 Right	15.00	0.0 %		
2/1 (A2030 Eastern Road south exit)	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
2/2 (A2030 Eastern Road south exit)	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
3/1 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 4 Left	10.00	14.6 %	1923	1923
				Arm 6 Ahead	Inf	85.4 %		
3/2 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
3/3 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 8 Right	10.00	0.0 %	1965	1965
4/1 (Burrfields Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Burrfields Road entry)	3.25	0.00	Y	Arm 6 Left	12.00	100.0 %	1724	1724
5/2 (Burrfields Road entry)	3.25	0.00	Y	Arm 2 Right	15.00	100.0 %	1764	1764
				Arm 8 Ahead	Inf	0.0 %		
6/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
				Arm 8 Left	15.00	0.0 %		
7/2 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	0.0 %	1915	1915
7/3 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 4 Right	12.00	100.0 %	1702	1702
8/1 (Great Salterns exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2030 Eastern Road south exit 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2030 Eastern Road south exit 2 Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	0	0	0	0	
B	0	0	44	1195	1239	
C	0	178	0	267	445	
D	0	2061	185	0	2246	
Tot.	0	2239	229	1462	3930	

Traffic Lane Flows

Lane	Scenario 2: ELM - DM PM
Junction: A2030 Eastern Road / Burfields Road signalised junction	
1/1	0
2/1	1152
2/2	1087
3/1	615
3/2 (with short)	624(In) 624(Out)
3/3 (short)	0
4/1	229
5/1 (with short)	445(In) 267(Out)
5/2 (short)	178
6/1	704
6/2	758
7/1	1094
7/2 (with short)	1152(In) 967(Out)
7/3 (short)	185
8/1	0
9/1	1152
9/2	1087

Lane Saturation Flows

Junction: A2030 Eastern Road / Burfields Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Great Salterns entry)	3.00	0.00	Y	Arm 2 Left	15.00	0.0 %	1915	1915
				Arm 4 Ahead	Inf	0.0 %		
				Arm 6 Right	15.00	0.0 %		
2/1 (A2030 Eastern Road south exit)	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
2/2 (A2030 Eastern Road south exit)	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
3/1 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 4 Left	10.00	7.2 %	1944	1944
				Arm 6 Ahead	Inf	92.8 %		
3/2 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
3/3 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 8 Right	10.00	0.0 %	1965	1965
4/1 (Burrfields Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Burrfields Road entry)	3.25	0.00	Y	Arm 6 Left	12.00	100.0 %	1724	1724
5/2 (Burrfields Road entry)	3.25	0.00	Y	Arm 2 Right	15.00	100.0 %	1764	1764
				Arm 8 Ahead	Inf	0.0 %		
6/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
				Arm 8 Left	15.00	0.0 %		
7/2 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
7/3 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 4 Right	12.00	100.0 %	1702	1702
8/1 (Great Salterns exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2030 Eastern Road south exit 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2030 Eastern Road south exit 2 Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'EMM - DS1 AM' (FG3: 'EMM - DS1 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	0	0	0	0	
B	0	0	132	1541	1673	
C	0	91	0	31	122	
D	0	1144	216	0	1360	
Tot.	0	1235	348	1572	3155	

Traffic Lane Flows

Lane	Scenario 3: EMM - DS1 AM
Junction: A2030 Eastern Road / Burfields Road signalised junction	
1/1	0
2/1	605
2/2	630
3/1	826
3/2 (with short)	847(In) 847(Out)
3/3 (short)	0
4/1	348
5/1 (with short)	122(In) 31(Out)
5/2 (short)	91
6/1	709
6/2	863
7/1	593
7/2 (with short)	767(In) 551(Out)
7/3 (short)	216
8/1	0
9/1	605
9/2	630

Lane Saturation Flows

Junction: A2030 Eastern Road / Burfields Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Great Salterns entry)	3.00	0.00	Y	Arm 2 Left	15.00	0.0 %	1915	1915
				Arm 4 Ahead	Inf	0.0 %		
				Arm 6 Right	15.00	0.0 %		
2/1 (A2030 Eastern Road south exit)	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
2/2 (A2030 Eastern Road south exit)	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
3/1 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 4 Left	10.00	16.0 %	1919	1919
				Arm 6 Ahead	Inf	84.0 %		
3/2 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
3/3 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 8 Right	10.00	0.0 %	1965	1965
4/1 (Burrfields Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Burrfields Road entry)	3.25	0.00	Y	Arm 6 Left	12.00	100.0 %	1724	1724
5/2 (Burrfields Road entry)	3.25	0.00	Y	Arm 2 Right	15.00	100.0 %	1764	1764
				Arm 8 Ahead	Inf	0.0 %		
6/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
				Arm 8 Left	15.00	0.0 %		
7/2 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
7/3 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 4 Right	12.00	100.0 %	1702	1702
8/1 (Great Salterns exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2030 Eastern Road south exit 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2030 Eastern Road south exit 2 Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: 'EMM - DS1 PM' (FG4: 'EMM - DS1 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	0	0	0	0	
B	0	0	38	1189	1227	
C	0	183	0	0	183	
D	0	1548	0	0	1548	
Tot.	0	1731	38	1189	2958	

Traffic Lane Flows

Lane	Scenario 4: EMM - DS1 PM
Junction: A2030 Eastern Road / Burfields Road signalised junction	
1/1	0
2/1	867
2/2	864
3/1	610
3/2 (with short)	617(In) 617(Out)
3/3 (short)	0
4/1	38
5/1 (with short)	183(In) 0(Out)
5/2 (short)	183
6/1	572
6/2	617
7/1	776
7/2 (with short)	772(In) 772(Out)
7/3 (short)	0
8/1	0
9/1	867
9/2	864

Lane Saturation Flows

Junction: A2030 Eastern Road / Burfields Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Great Salterns entry)	3.00	0.00	Y	Arm 2 Left	15.00	0.0 %	1915	1915
				Arm 4 Ahead	Inf	0.0 %		
				Arm 6 Right	15.00	0.0 %		
2/1 (A2030 Eastern Road south exit)	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
2/2 (A2030 Eastern Road south exit)	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
3/1 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 4 Left	10.00	6.2 %	1947	1947
				Arm 6 Ahead	Inf	93.8 %		
3/2 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
3/3 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 8 Right	10.00	0.0 %	1965	1965
4/1 (Burrfields Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Burrfields Road entry)	3.25	0.00	Y	Arm 6 Left	12.00	0.0 %	1940	1940
5/2 (Burrfields Road entry)	3.25	0.00	Y	Arm 2 Right	15.00	100.0 %	1764	1764
				Arm 8 Ahead	Inf	0.0 %		
6/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
				Arm 8 Left	15.00	0.0 %		
7/2 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
7/3 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 4 Right	12.00	0.0 %	1915	1915
8/1 (Great Salterns exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2030 Eastern Road south exit 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2030 Eastern Road south exit 2 Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: 'EML - DS2 AM' (FG5: 'EML - DS2 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	0	0	0	0	
B	0	0	302	1234	1536	
C	0	74	0	0	74	
D	0	1278	342	0	1620	
Tot.	0	1352	644	1234	3230	

Traffic Lane Flows

Lane	Scenario 5: EML - DS2 AM
Junction: A2030 Eastern Road / Burfields Road signalised junction	
1/1	0
2/1	1127
2/2	225
3/1	742
3/2 (with short)	794(In) 794(Out)
3/3 (short)	0
4/1	644
5/1 (with short)	74(In) 0(Out)
5/2 (short)	74
6/1	440
6/2	794
7/1	1127
7/2 (with short)	493(In) 151(Out)
7/3 (short)	342
8/1	0
9/1	1127
9/2	225

Lane Saturation Flows

Junction: A2030 Eastern Road / Burfields Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Great Salterns entry)	3.00	0.00	Y	Arm 2 Left	15.00	0.0 %	1915	1915
				Arm 4 Ahead	Inf	0.0 %		
				Arm 6 Right	15.00	0.0 %		
2/1 (A2030 Eastern Road south exit)	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
2/2 (A2030 Eastern Road south exit)	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
3/1 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 4 Left	10.00	40.7 %	1852	1852
				Arm 6 Ahead	Inf	59.3 %		
3/2 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
3/3 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 8 Right	10.00	0.0 %	1965	1965
4/1 (Burfields Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Burfields Road entry)	3.25	0.00	Y	Arm 6 Left	12.00	0.0 %	1940	1940
5/2 (Burfields Road entry)	3.25	0.00	Y	Arm 2 Right	15.00	100.0 %	1764	1764
				Arm 8 Ahead	Inf	0.0 %		
6/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
				Arm 8 Left	15.00	0.0 %		
7/2 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
7/3 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 4 Right	12.00	100.0 %	1702	1702
8/1 (Great Salterns exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2030 Eastern Road south exit 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2030 Eastern Road south exit 2 Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: 'EML - DS2 PM' (FG6: 'EML - DS2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	0	0	0	0	
B	0	0	65	1123	1188	
C	0	180	0	41	221	
D	0	2024	176	0	2200	
Tot.	0	2204	241	1164	3609	

Traffic Lane Flows

Lane	Scenario 6: EML - DS2 PM
Junction: A2030 Eastern Road / Burfields Road signalised junction	
1/1	0
2/1	1124
2/2	1080
3/1	588
3/2 (with short)	600(In) 600(Out)
3/3 (short)	0
4/1	241
5/1 (with short)	221(In) 41(Out)
5/2 (short)	180
6/1	543
6/2	621
7/1	1073
7/2 (with short)	1127(In) 951(Out)
7/3 (short)	176
8/1	0
9/1	1124
9/2	1080

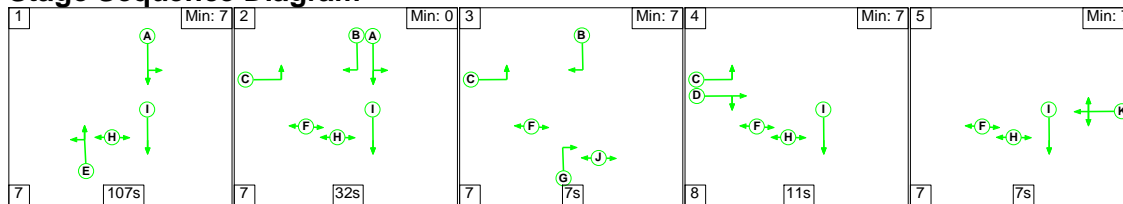
Lane Saturation Flows

Junction: A2030 Eastern Road / Burfields Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Great Salterns entry)	3.00	0.00	Y	Arm 2 Left	15.00	0.0 %	1915	1915
				Arm 4 Ahead	Inf	0.0 %		
				Arm 6 Right	15.00	0.0 %		
2/1 (A2030 Eastern Road south exit)	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
2/2 (A2030 Eastern Road south exit)	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
3/1 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 4 Left	10.00	11.1 %	1933	1933
				Arm 6 Ahead	Inf	88.9 %		
3/2 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
3/3 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 8 Right	10.00	0.0 %	1965	1965
4/1 (Burrfields Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Burrfields Road entry)	3.25	0.00	Y	Arm 6 Left	12.00	100.0 %	1724	1724
5/2 (Burrfields Road entry)	3.25	0.00	Y	Arm 2 Right	15.00	100.0 %	1764	1764
				Arm 8 Ahead	Inf	0.0 %		
6/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
				Arm 8 Left	15.00	0.0 %		
7/2 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
7/3 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm 4 Right	12.00	100.0 %	1702	1702
8/1 (Great Salterns exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2030 Eastern Road south exit 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2030 Eastern Road south exit 2 Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

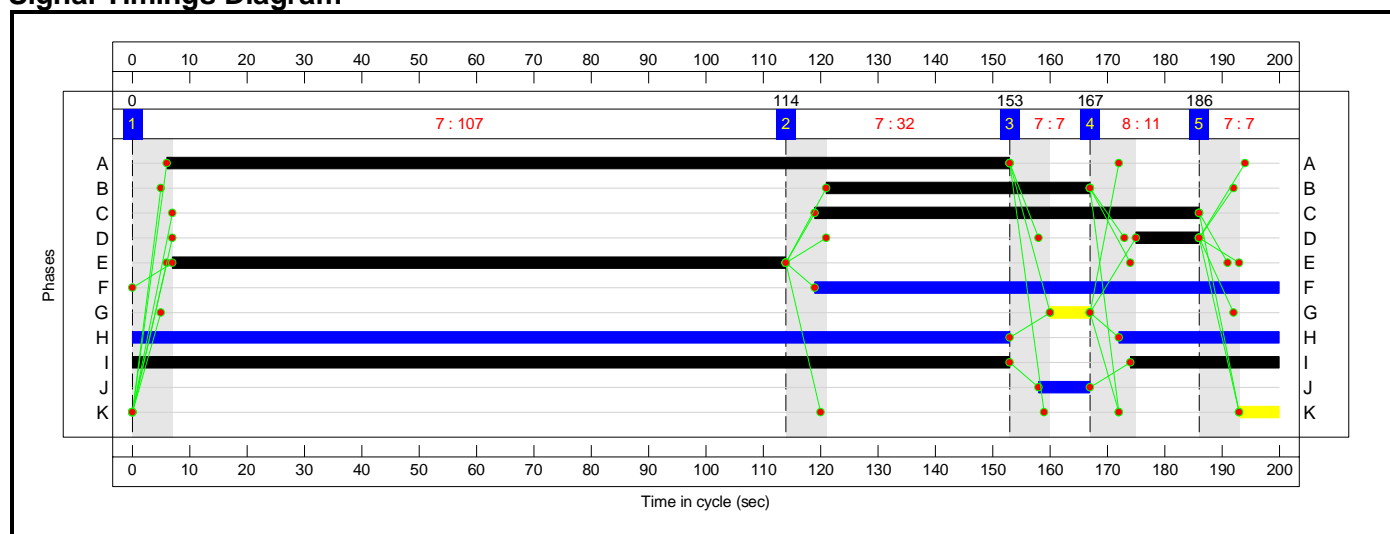
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	107	32	7	11	7
Change Point	0	114	153	167	186

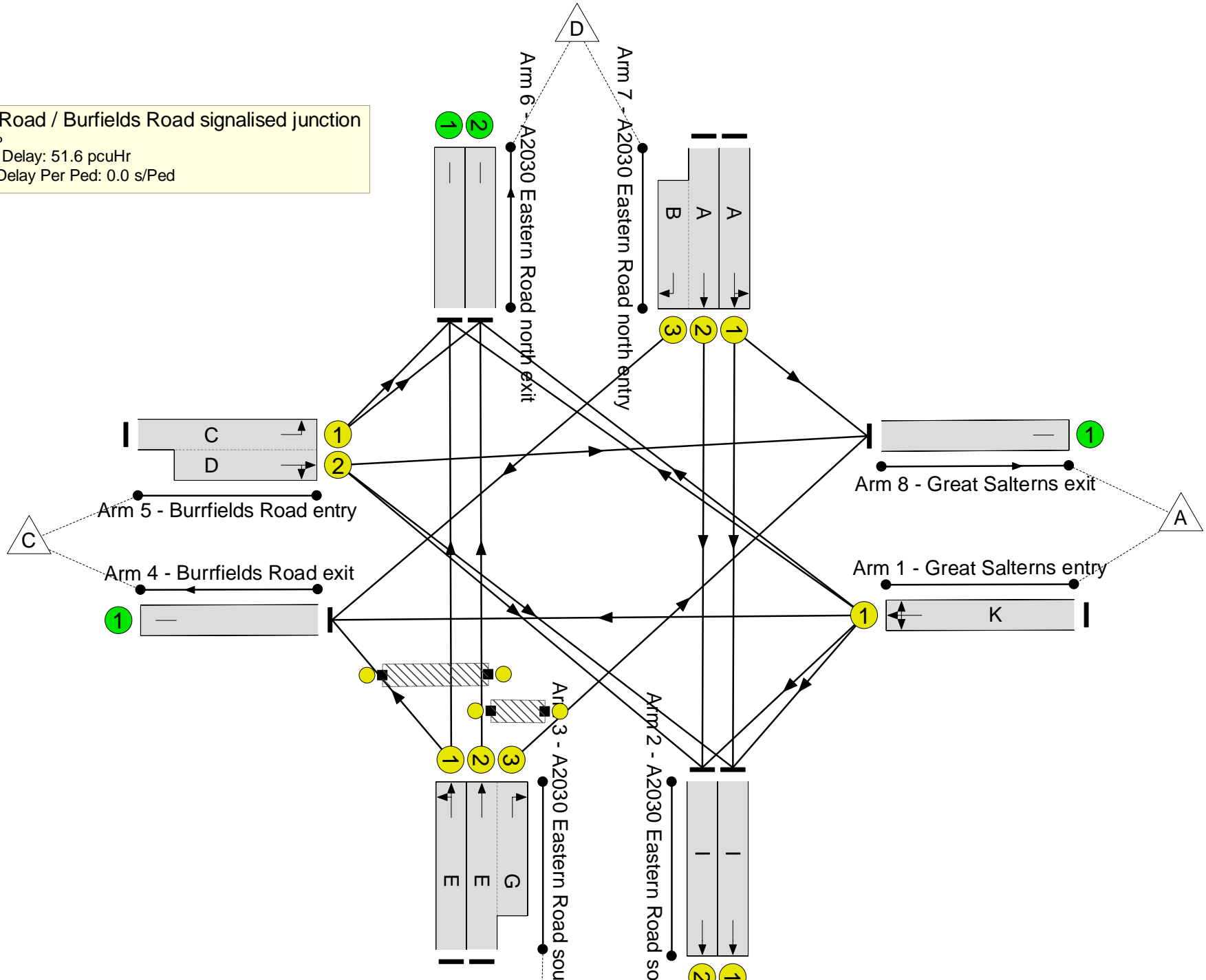
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Eastern Road / Burrfields Road signalised junction
 PRC: -2.3 %
 Total Traffic Delay: 51.6 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	-	-		-	-	-	-	-	-	92.1%
A2030 Eastern Road / Burfields Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	92.1%
1/1	Great Salterns entry Left Ahead Right	U	N/A	N/A	K		1	7	-	0	1915	77	0.0%
2/1	A2030 Eastern Road south exit Ahead	U	N/A	N/A	I		1	179	-	1305	1915	1724	75.7%
2/2	A2030 Eastern Road south exit Ahead	U	N/A	N/A	I		1	179	-	90	1915	1724	5.2%
3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	E		1	107	-	808	1923	1038	77.8%
3/2+3/3	A2030 Eastern Road south entry Ahead Right	U	N/A	N/A	E G		1	107:7	-	829	1965:1965	1061	78.1%
4/1	Burfields Road exit	U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%
5/1+5/2	Burfields Road entry Right Left Ahead	U	N/A	N/A	C D		1	67:11	-	222	1724:1764	261	85.0%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	895	Inf	Inf	0.0%
7/1	A2030 Eastern Road north entry Ahead Left	U	N/A	N/A	A		1	147	-	1305	1915	1417	92.1%
7/2+7/3	A2030 Eastern Road north entry Ahead Right	U	N/A	N/A	A B		1	147:46	-	350	1915:1702	400	87.5%
8/1	Great Salterns exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

Full Input Data And Results

9/1	A2030 Eastern Road south exit 2	U	N/A	N/A	-		-	-	-	1305	Inf	Inf	0.0%
9/2	A2030 Eastern Road south exit 2	U	N/A	N/A	-		-	-	-	90	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	J		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	181	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	81	-	0	-	0	0.0%

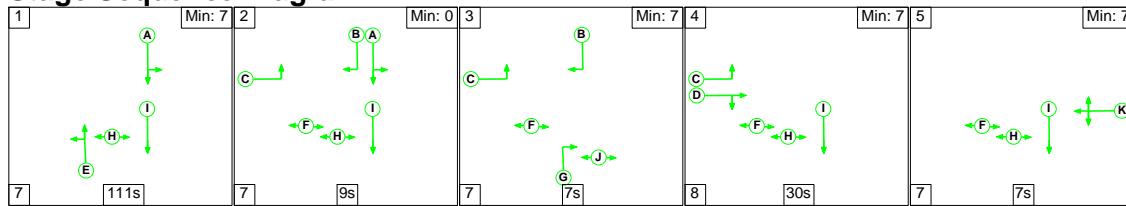
Full Input Data And Results

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	-	-	0	0	0	35.6	16.0	0.0	51.6	-	-	-	-
A2030 Eastern Road / Burfields Road signalised junction	-	-	0	0	0	35.6	16.0	0.0	51.6	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1305	1305	-	-	-	0.1	1.5	-	1.6	4.5	1.0	1.5	2.5
2/2	90	90	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
3/1	808	808	-	-	-	8.2	1.7	-	9.9	44.2	35.5	1.7	37.2
3/2+3/3	829	829	-	-	-	8.4	1.8	-	10.2	44.2	36.6	1.8	38.4
4/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	222	222	-	-	-	4.1	2.5	-	6.6	106.6	5.2	2.5	7.7
6/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	895	895	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1305	1305	-	-	-	7.7	5.3	-	13.0	35.9	59.1	5.3	64.4
7/2+7/3	350	350	-	-	-	7.2	3.1	-	10.3	105.7	18.7	3.1	21.8
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1305	1305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	90	90	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		-2.3	Total Delay for Signalled Lanes (pcuHr):		51.64	Cycle Time (s): 200				
			PRC Over All Lanes (%):		-2.3	Total Delay Over All Lanes(pcuHr):		51.64					

Full Input Data And Results

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

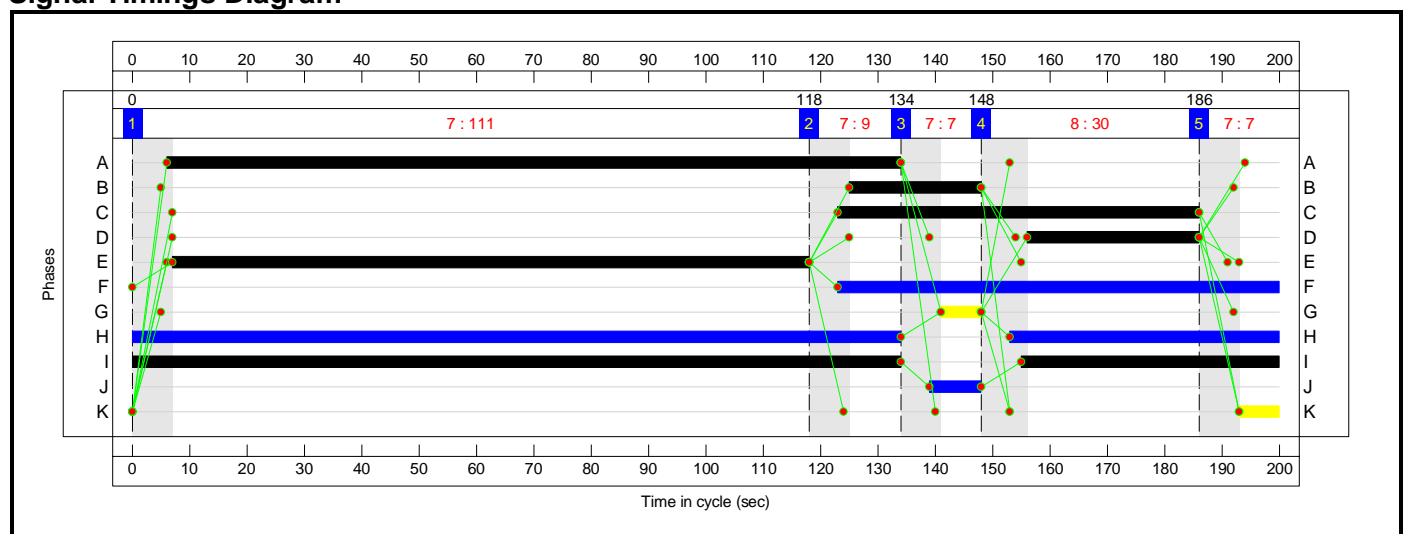
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	111	9	7	30	7
Change Point	0	118	134	148	186

Signal Timings Diagram

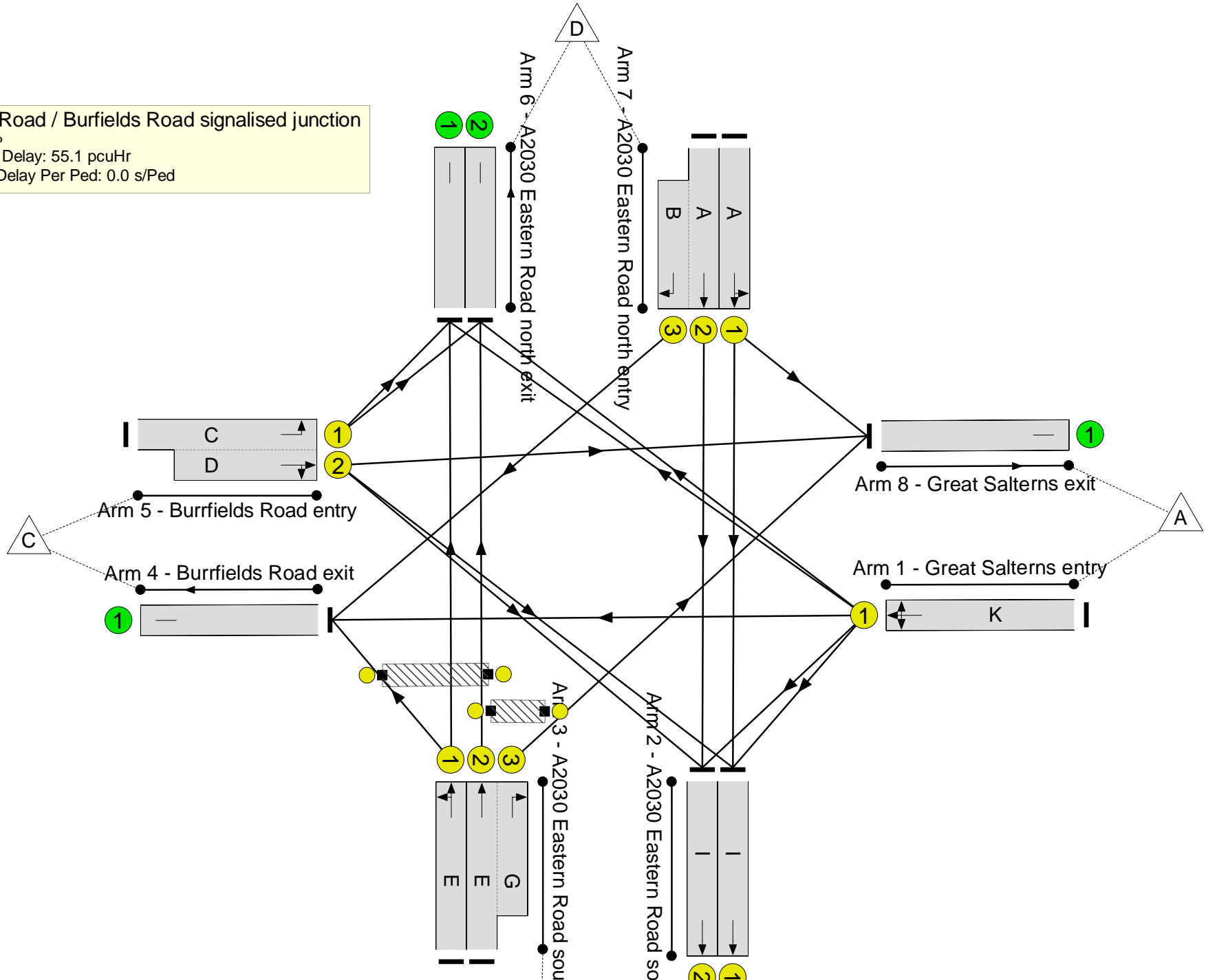


Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Eastern Road / Burrfields Road signalised junction

PRC: -1.9 %
 Total Traffic Delay: 55.1 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	-	-		-	-	-	-	-	-	91.7%
A2030 Eastern Road / Burfields Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	91.7%
1/1	Great Salterns entry Left Ahead Right	U	N/A	N/A	K		1	7	-	0	1915	77	0.0%
2/1	A2030 Eastern Road south exit Ahead	U	N/A	N/A	I		1	179	-	1152	1915	1724	66.8%
2/2	A2030 Eastern Road south exit Ahead	U	N/A	N/A	I		1	179	-	1087	1915	1724	63.1%
3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	E		1	111	-	615	1944	1089	56.5%
3/2+3/3	A2030 Eastern Road south entry Ahead Right	U	N/A	N/A	E G		1	111:7	-	624	1965:1965	1100	56.7%
4/1	Burfields Road exit	U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%
5/1+5/2	Burfields Road entry Right Left Ahead	U	N/A	N/A	C D		1	63:30	-	445	1724:1764	494	90.2%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	704	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	758	Inf	Inf	0.0%
7/1	A2030 Eastern Road north entry Ahead Left	U	N/A	N/A	A		1	128	-	1094	1915	1235	88.6%
7/2+7/3	A2030 Eastern Road north entry Ahead Right	U	N/A	N/A	A B		1	128:23	-	1152	1915:1702	1256	91.7%
8/1	Great Salterns exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

Full Input Data And Results

9/1	A2030 Eastern Road south exit 2	U	N/A	N/A	-		-	-	-	1152	Inf	Inf	0.0%
9/2	A2030 Eastern Road south exit 2	U	N/A	N/A	-		-	-	-	1087	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	J		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	181	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	77	-	0	-	0	0.0%

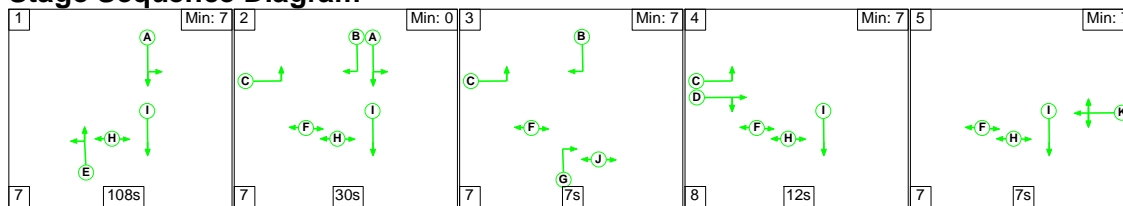
Full Input Data And Results

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	-	-	0	0	0	39.3	15.8	0.0	55.1	-	-	-	-
A2030 Eastern Road / Burfields Road signalised junction	-	-	0	0	0	39.3	15.8	0.0	55.1	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1152	1152	-	-	-	0.1	1.0	-	1.1	3.4	0.8	1.0	1.8
2/2	1087	1087	-	-	-	0.1	0.9	-	0.9	3.1	0.7	0.9	1.6
3/1	615	615	-	-	-	4.8	0.6	-	5.5	32.1	21.9	0.6	22.5
3/2+3/3	624	624	-	-	-	4.9	0.7	-	5.6	32.1	22.2	0.7	22.8
4/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	445	445	-	-	-	8.2	3.9	-	12.1	98.3	18.7	3.9	22.6
6/1	704	704	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	758	758	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1094	1094	-	-	-	8.9	3.7	-	12.6	41.5	50.1	3.7	53.8
7/2+7/3	1152	1152	-	-	-	12.2	5.0	-	17.3	54.0	52.4	5.0	57.4
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1152	1152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1087	1087	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		-1.9	Total Delay for Signalled Lanes (pcuHr):		55.11	Cycle Time (s): 200				
			PRC Over All Lanes (%):		-1.9	Total Delay Over All Lanes(pcuHr):		55.11					

Full Input Data And Results

Scenario 3: 'EMM - DS1 AM' (FG3: 'EMM - DS1 AM', Plan 1: 'Network Control Plan 1')

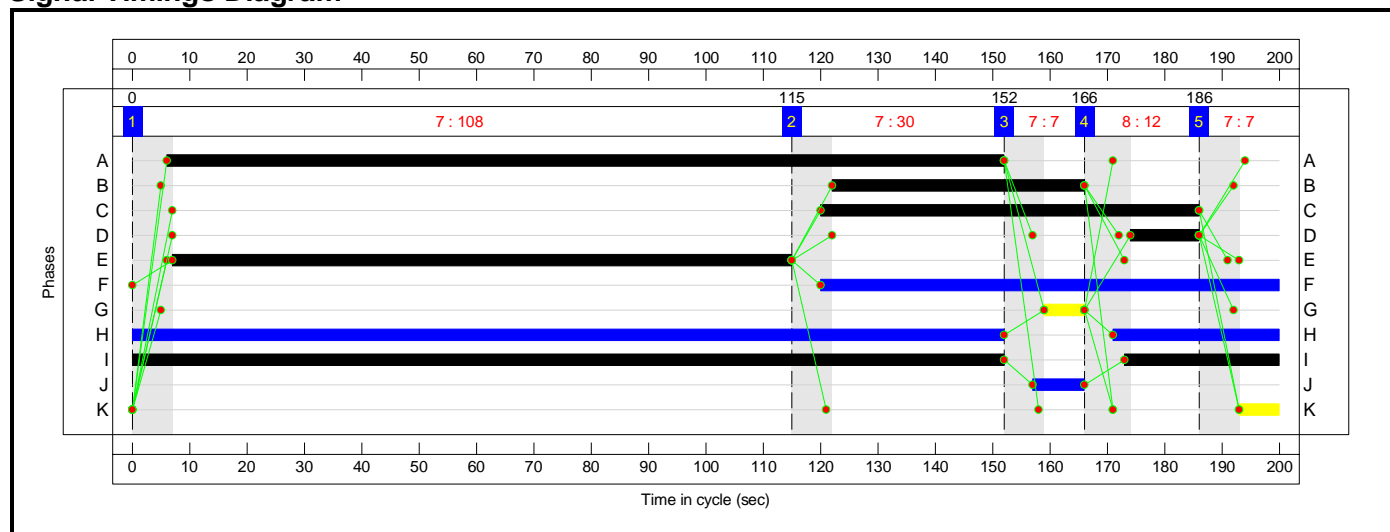
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	108	30	7	12	7
Change Point	0	115	152	166	186

Signal Timings Diagram

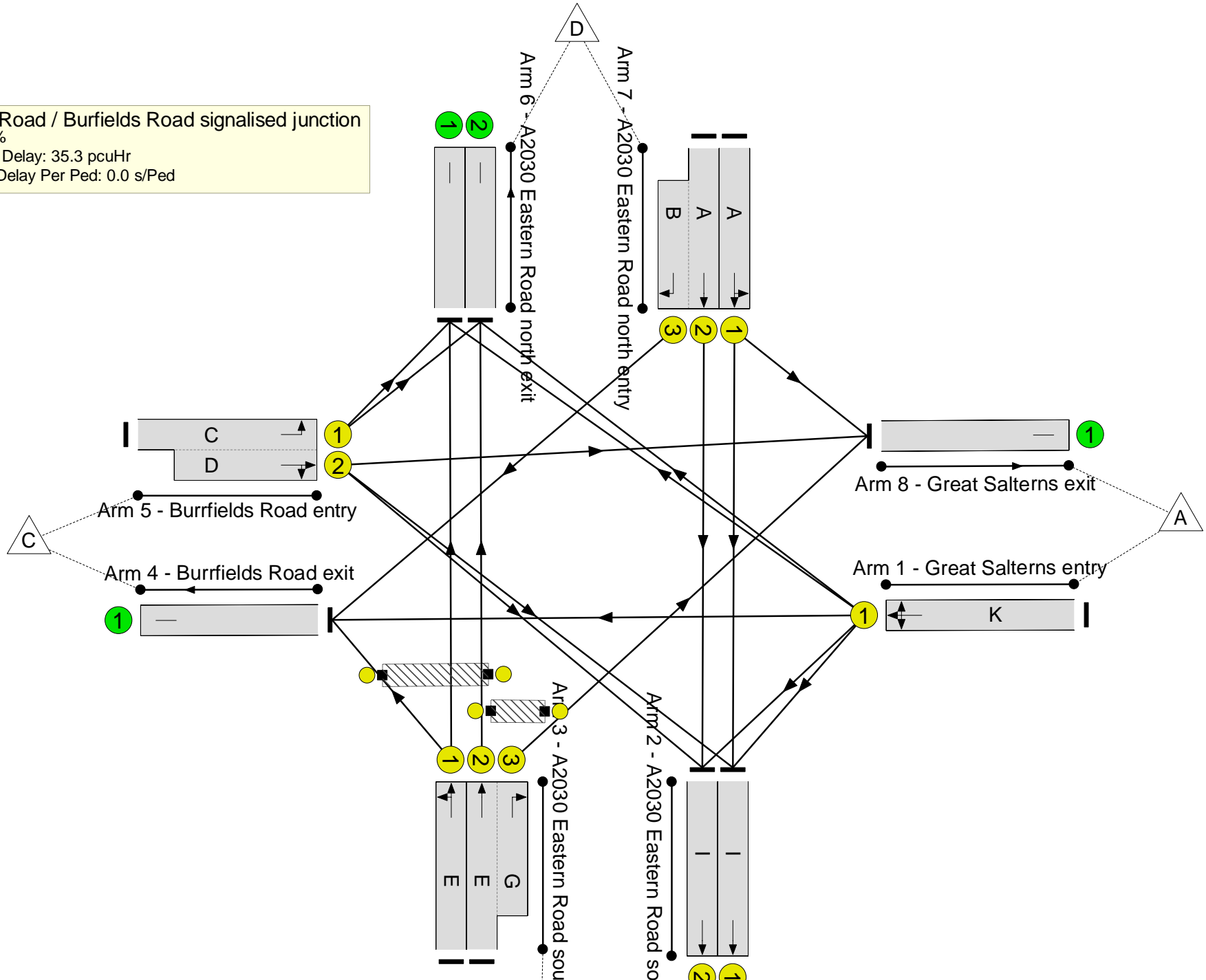


Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Eastern Road / Burrfields Road signalised junction

PRC: 13.1 %
 Total Traffic Delay: 35.3 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	-	-		-	-	-	-	-	-	79.6%
A2030 Eastern Road / Burfields Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	79.6%
1/1	Great Salterns entry Left Ahead Right	U	N/A	N/A	K		1	7	-	0	1915	77	0.0%
2/1	A2030 Eastern Road south exit Ahead	U	N/A	N/A	I		1	179	-	605	1915	1724	35.1%
2/2	A2030 Eastern Road south exit Ahead	U	N/A	N/A	I		1	179	-	630	1915	1724	36.6%
3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	E		1	108	-	826	1919	1046	79.0%
3/2+3/3	A2030 Eastern Road south entry Ahead Right	U	N/A	N/A	E G		1	108:7	-	847	1965:1965	1071	79.1%
4/1	Burfields Road exit	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
5/1+5/2	Burfields Road entry Right Left Ahead	U	N/A	N/A	C D		1	66:12	-	122	1724:1764	154	79.4%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
7/1	A2030 Eastern Road north entry Ahead Left	U	N/A	N/A	A		1	146	-	593	1915	1408	42.1%
7/2+7/3	A2030 Eastern Road north entry Ahead Right	U	N/A	N/A	A B		1	146:44	-	767	1915:1702	964	79.6%
8/1	Great Salterns exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

Full Input Data And Results

9/1	A2030 Eastern Road south exit 2	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
9/2	A2030 Eastern Road south exit 2	U	N/A	N/A	-		-	-	-	630	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	J		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	181	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	80	-	0	-	0	0.0%

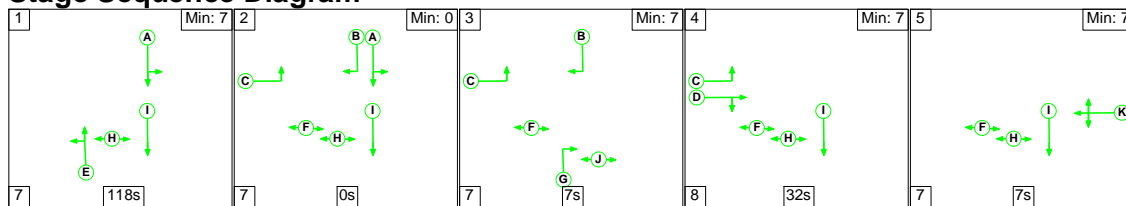
Full Input Data And Results

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	-	-	0	0	0	27.0	8.3	0.0	35.3	-	-	-	-
A2030 Eastern Road / Burfields Road signalised junction	-	-	0	0	0	27.0	8.3	0.0	35.3	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	605	605	-	-	-	0.0	0.3	-	0.3	1.9	0.4	0.3	0.7
2/2	630	630	-	-	-	0.0	0.3	-	0.3	1.9	0.4	0.3	0.7
3/1	826	826	-	-	-	8.3	1.8	-	10.2	44.4	36.5	1.8	38.3
3/2+3/3	847	847	-	-	-	8.6	1.9	-	10.4	44.3	37.4	1.9	39.3
4/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	122	122	-	-	-	2.7	1.7	-	4.5	131.4	5.0	1.7	6.7
6/1	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	863	863	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	593	593	-	-	-	1.7	0.4	-	2.0	12.4	12.5	0.4	12.9
7/2+7/3	767	767	-	-	-	5.6	1.9	-	7.5	35.4	11.3	1.9	13.2
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		13.1	Total Delay for Signalled Lanes (pcuHr):		35.29	Cycle Time (s): 200				
			PRC Over All Lanes (%):		13.1	Total Delay Over All Lanes (pcuHr):		35.29					

Full Input Data And Results

Scenario 4: 'EMM - DS1 PM' (FG4: 'EMM - DS1 PM', Plan 1: 'Network Control Plan 1')

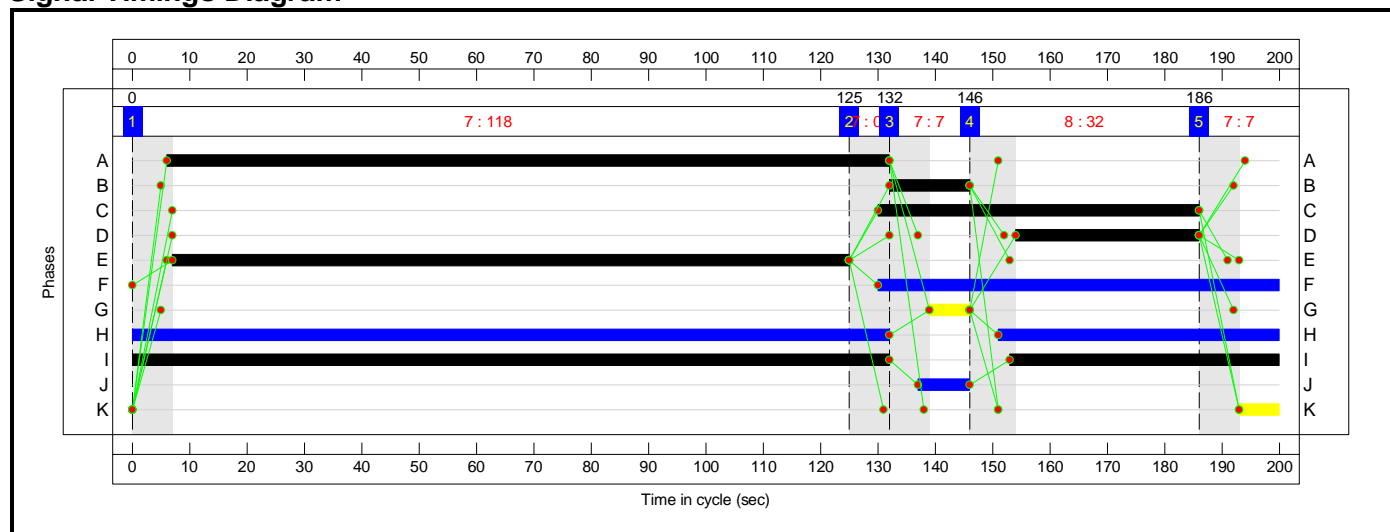
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	118	0	7	32	7
Change Point	0	125	132	146	186

Signal Timings Diagram

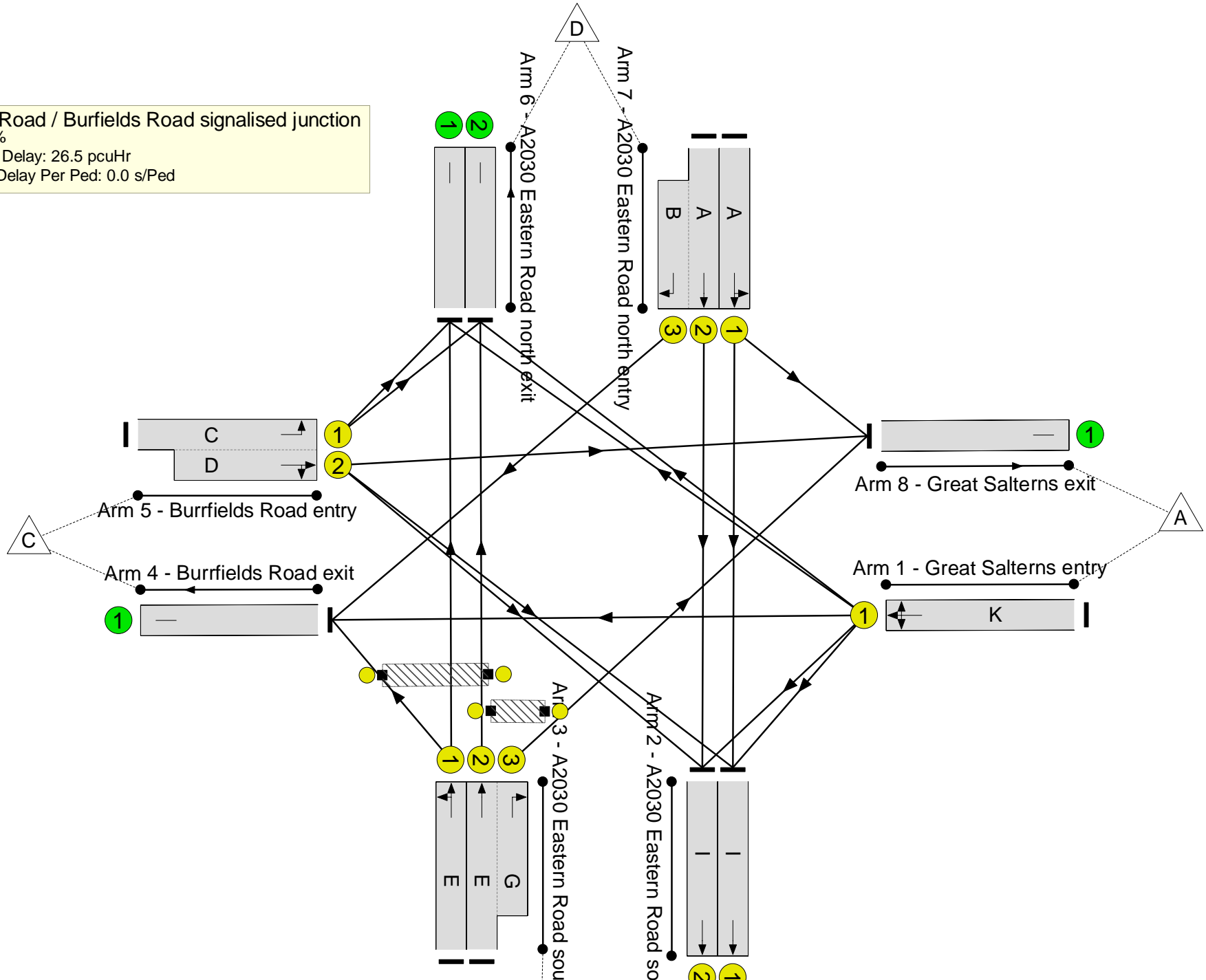


Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Eastern Road / Burrfields Road signalised junction

PRC: 41.0 %
 Total Traffic Delay: 26.5 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	-	-		-	-	-	-	-	-	63.8%
A2030 Eastern Road / Burrfields Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	63.8%
1/1	Great Salterns entry Left Ahead Right	U	N/A	N/A	K		1	7	-	0	1915	77	0.0%
2/1	A2030 Eastern Road south exit Ahead	U	N/A	N/A	I		1	179	-	867	1915	1724	50.3%
2/2	A2030 Eastern Road south exit Ahead	U	N/A	N/A	I		1	179	-	864	1915	1724	50.1%
3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	E		1	118	-	610	1947	1158	52.7%
3/2+3/3	A2030 Eastern Road south entry Ahead Right	U	N/A	N/A	E G		1	118:7	-	617	1965:1965	1169	52.8%
4/1	Burrfields Road exit	U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%
5/1+5/2	Burrfields Road entry Right Left Ahead	U	N/A	N/A	C D		1	56:32	-	183	1940:1764	291	62.9%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
7/1	A2030 Eastern Road north entry Ahead Left	U	N/A	N/A	A		1	126	-	776	1915	1216	63.8%
7/2+7/3	A2030 Eastern Road north entry Ahead Right	U	N/A	N/A	A B		1	126:14	-	772	1915:1915	1213	63.6%
8/1	Great Salterns exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

Full Input Data And Results

9/1	A2030 Eastern Road south exit 2	U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%
9/2	A2030 Eastern Road south exit 2	U	N/A	N/A	-		-	-	-	864	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	J		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	181	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	70	-	0	-	0	0.0%

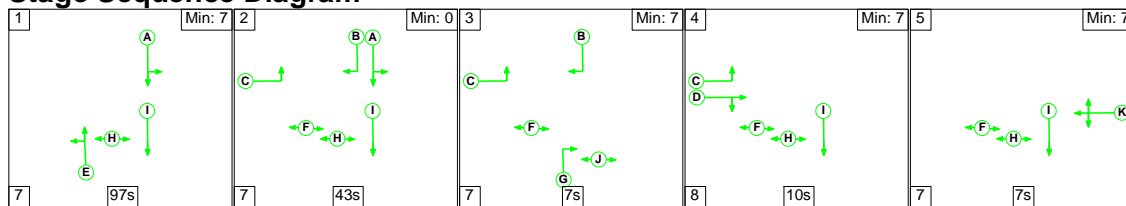
Full Input Data And Results

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	-	-	0	0	0	21.8	4.7	0.0	26.5	-	-	-	-
A2030 Eastern Road / Burfields Road signalised junction	-	-	0	0	0	21.8	4.7	0.0	26.5	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	867	867	-	-	-	0.1	0.5	-	0.6	2.3	0.6	0.5	1.1
2/2	864	864	-	-	-	0.1	0.5	-	0.6	2.3	0.6	0.5	1.1
3/1	610	610	-	-	-	4.0	0.6	-	4.6	27.2	19.8	0.6	20.4
3/2+3/3	617	617	-	-	-	4.1	0.6	-	4.7	27.2	20.2	0.6	20.8
4/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	183	183	-	-	-	4.0	0.8	-	4.8	94.2	9.5	0.8	10.3
6/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	776	776	-	-	-	4.8	0.9	-	5.7	26.5	26.3	0.9	27.2
7/2+7/3	772	772	-	-	-	4.8	0.9	-	5.7	26.5	26.2	0.9	27.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	864	864	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		41.0	Total Delay for Signalled Lanes (pcuHr):		26.55	Cycle Time (s): 200				
			PRC Over All Lanes (%):		41.0	Total Delay Over All Lanes(pcuHr):		26.55					

Full Input Data And Results

Scenario 5: 'EML - DS2 AM' (FG5: 'EML - DS2 AM', Plan 1: 'Network Control Plan 1')

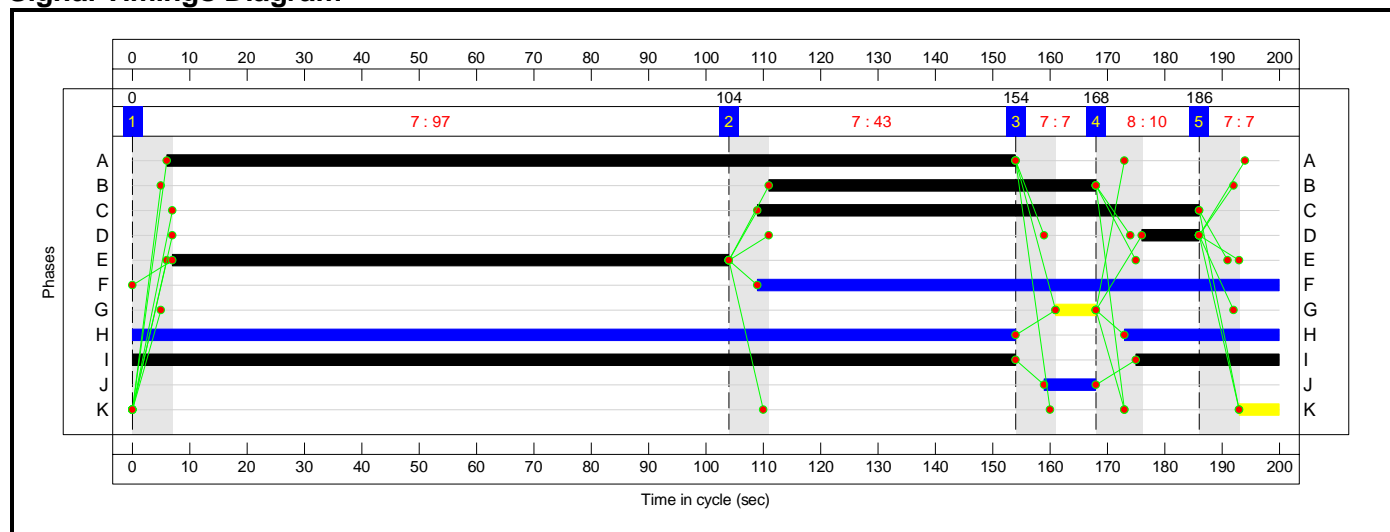
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	97	43	7	10	7
Change Point	0	104	154	168	186

Signal Timings Diagram

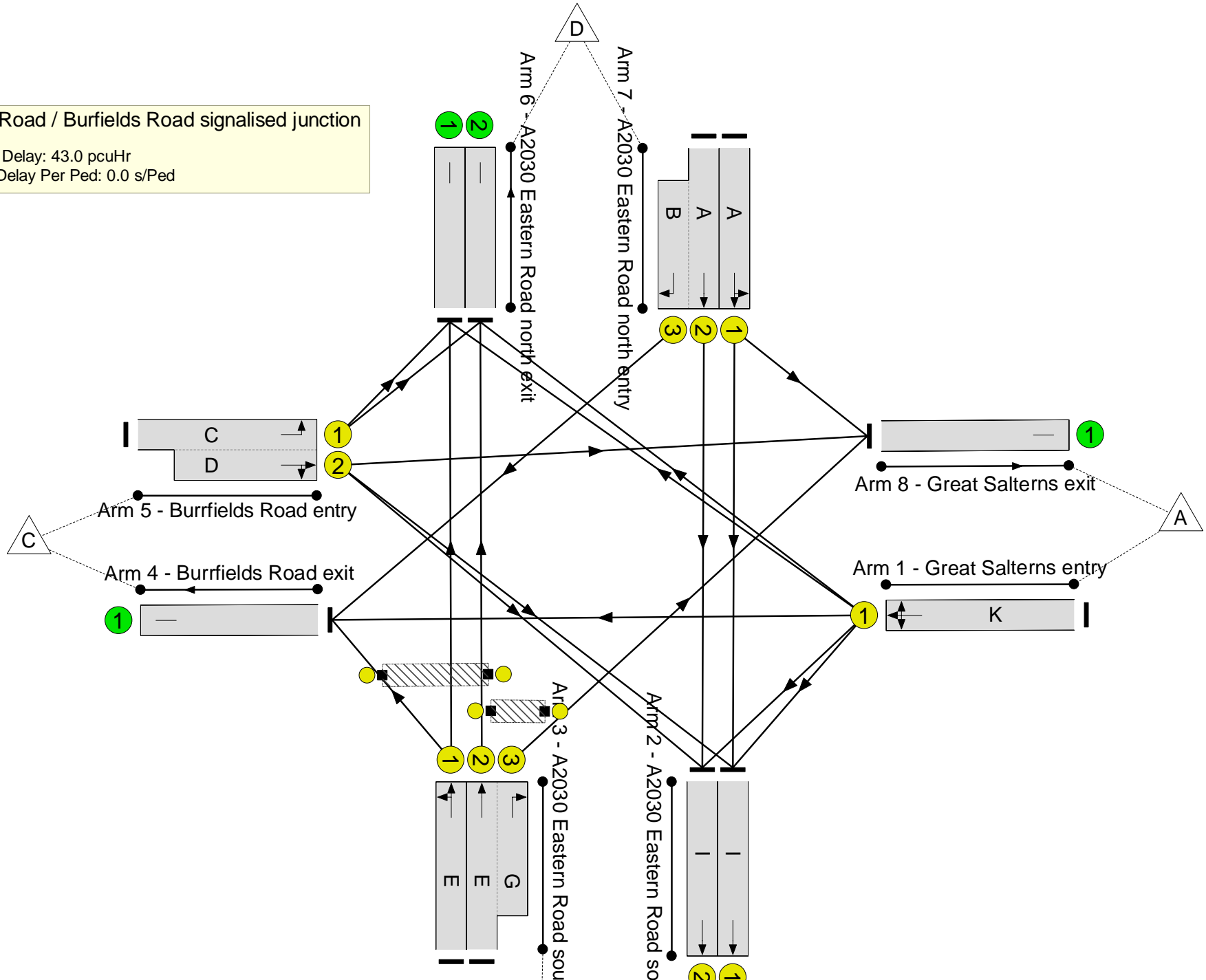


Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Eastern Road / Burrfields Road signalised junction

PRC: 9.1 %
 Total Traffic Delay: 43.0 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	-	-		-	-	-	-	-	-	82.5%
A2030 Eastern Road / Burfields Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	82.5%
1/1	Great Salterns entry Left Ahead Right	U	N/A	N/A	K		1	7	-	0	1915	77	0.0%
2/1	A2030 Eastern Road south exit Ahead	U	N/A	N/A	I		1	179	-	1127	1915	1724	65.4%
2/2	A2030 Eastern Road south exit Ahead	U	N/A	N/A	I		1	179	-	225	1915	1724	13.1%
3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	E		1	97	-	742	1852	907	81.8%
3/2+3/3	A2030 Eastern Road south entry Ahead Right	U	N/A	N/A	E G		1	97:7	-	794	1965:1965	963	82.5%
4/1	Burfields Road exit	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
5/1+5/2	Burfields Road entry Right Left Ahead	U	N/A	N/A	C D		1	77:10	-	74	1940:1764	97	76.3%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	794	Inf	Inf	0.0%
7/1	A2030 Eastern Road north entry Ahead Left	U	N/A	N/A	A		1	148	-	1127	1915	1427	79.0%
7/2+7/3	A2030 Eastern Road north entry Ahead Right	U	N/A	N/A	A B		1	148:57	-	493	1915:1702	606	81.4%
8/1	Great Salterns exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

Full Input Data And Results

9/1	A2030 Eastern Road south exit 2	U	N/A	N/A	-		-	-	-	1127	Inf	Inf	0.0%
9/2	A2030 Eastern Road south exit 2	U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	J		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	181	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	91	-	0	-	0	0.0%

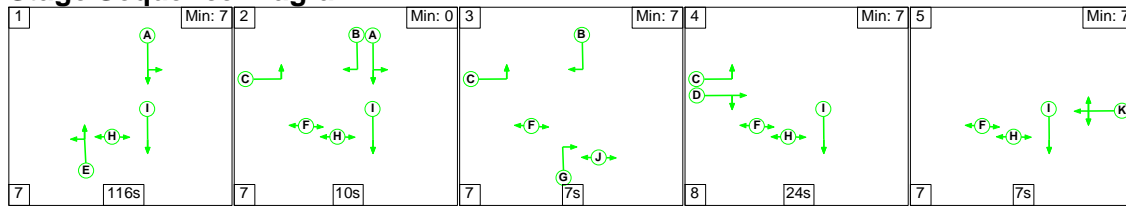
Full Input Data And Results

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	-	-	0	0	0	32.1	10.9	0.0	43.0	-	-	-	-
A2030 Eastern Road / Burfields Road signalised junction	-	-	0	0	0	32.1	10.9	0.0	43.0	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1127	1127	-	-	-	0.1	0.9	-	1.0	3.3	0.8	0.9	1.8
2/2	225	225	-	-	-	0.0	0.1	-	0.1	1.4	0.1	0.1	0.2
3/1	742	742	-	-	-	8.9	2.2	-	11.1	54.0	35.0	2.2	37.2
3/2+3/3	794	794	-	-	-	9.6	2.3	-	11.9	54.0	37.7	2.3	40.0
4/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	74	74	-	-	-	1.9	1.4	-	3.3	162.8	4.0	1.4	5.5
6/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1127	1127	-	-	-	4.9	1.9	-	6.8	21.7	38.5	1.9	40.4
7/2+7/3	493	493	-	-	-	6.5	2.1	-	8.6	63.1	19.6	2.1	21.7
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1127	1127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		9.1	Total Delay for Signalled Lanes (pcuHr):		42.95	Cycle Time (s): 200				
			PRC Over All Lanes (%):		9.1	Total Delay Over All Lanes(pcuHr):		42.95					

Full Input Data And Results

Scenario 6: 'EML - DS2 PM' (FG6: 'EML - DS2 PM', Plan 1: 'Network Control Plan 1')

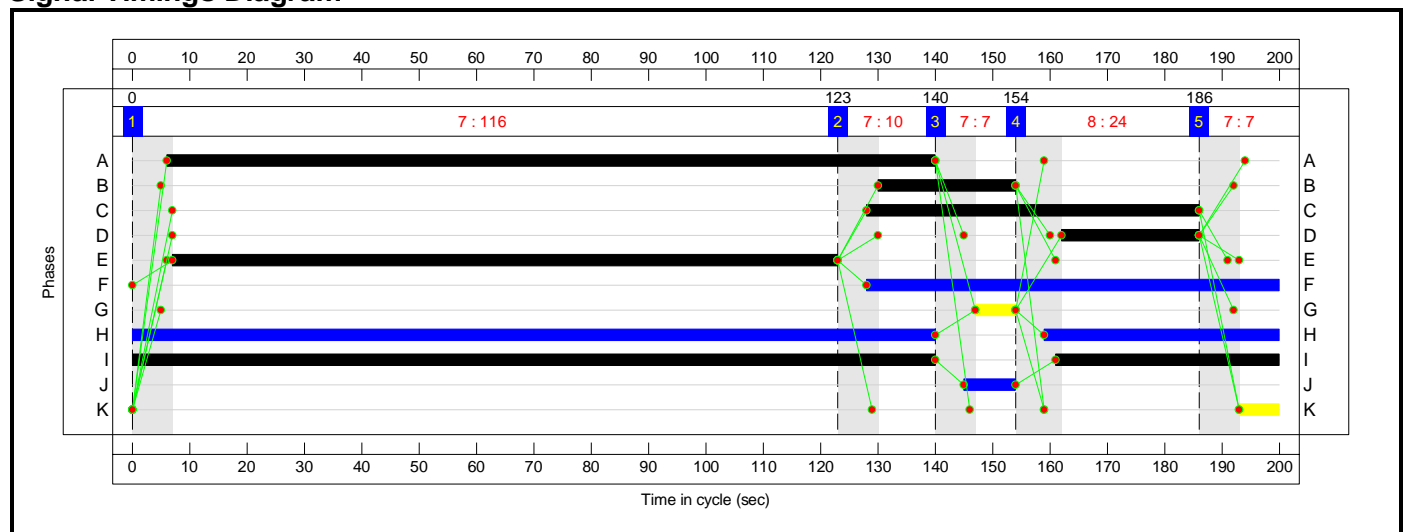
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	116	10	7	24	7
Change Point	0	123	140	154	186

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

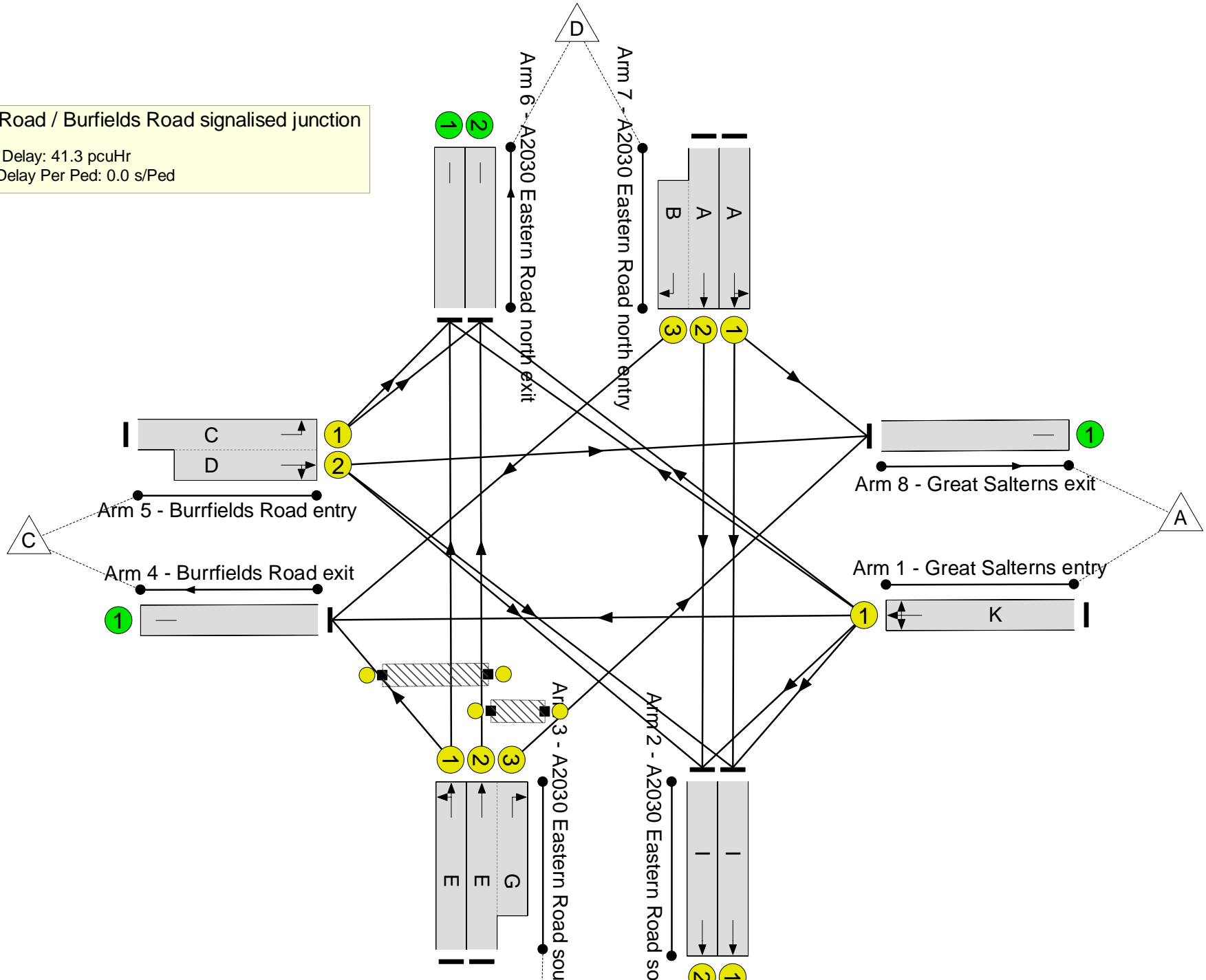
A2030 Eastern Road / Burrfields Road signalised junction



PRC: 4.7 %

Total Traffic Delay: 41.3 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	-	-		-	-	-	-	-	-	86.0%
A2030 Eastern Road / Burfields Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	86.0%
1/1	Great Salterns entry Left Ahead Right	U	N/A	N/A	K		1	7	-	0	1915	77	0.0%
2/1	A2030 Eastern Road south exit Ahead	U	N/A	N/A	I		1	179	-	1124	1915	1724	65.2%
2/2	A2030 Eastern Road south exit Ahead	U	N/A	N/A	I		1	179	-	1080	1915	1724	62.7%
3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	E		1	116	-	588	1933	1131	52.0%
3/2+3/3	A2030 Eastern Road south entry Ahead Right	U	N/A	N/A	E G		1	116:7	-	600	1965:1965	1150	52.2%
4/1	Burfields Road exit	U	N/A	N/A	-		-	-	-	241	Inf	Inf	0.0%
5/1+5/2	Burfields Road entry Right Left Ahead	U	N/A	N/A	C D		1	58:24	-	221	1724:1764	262	84.3%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
7/1	A2030 Eastern Road north entry Ahead Left	U	N/A	N/A	A		1	134	-	1073	1915	1293	83.0%
7/2+7/3	A2030 Eastern Road north entry Ahead Right	U	N/A	N/A	A B		1	134:24	-	1127	1915:1702	1310	86.0%
8/1	Great Salterns exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

Full Input Data And Results

9/1	A2030 Eastern Road south exit 2	U	N/A	N/A	-		-	-	-	1124	Inf	Inf	0.0%
9/2	A2030 Eastern Road south exit 2	U	N/A	N/A	-		-	-	-	1080	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	J		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	181	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	72	-	0	-	0	0.0%

Full Input Data And Results

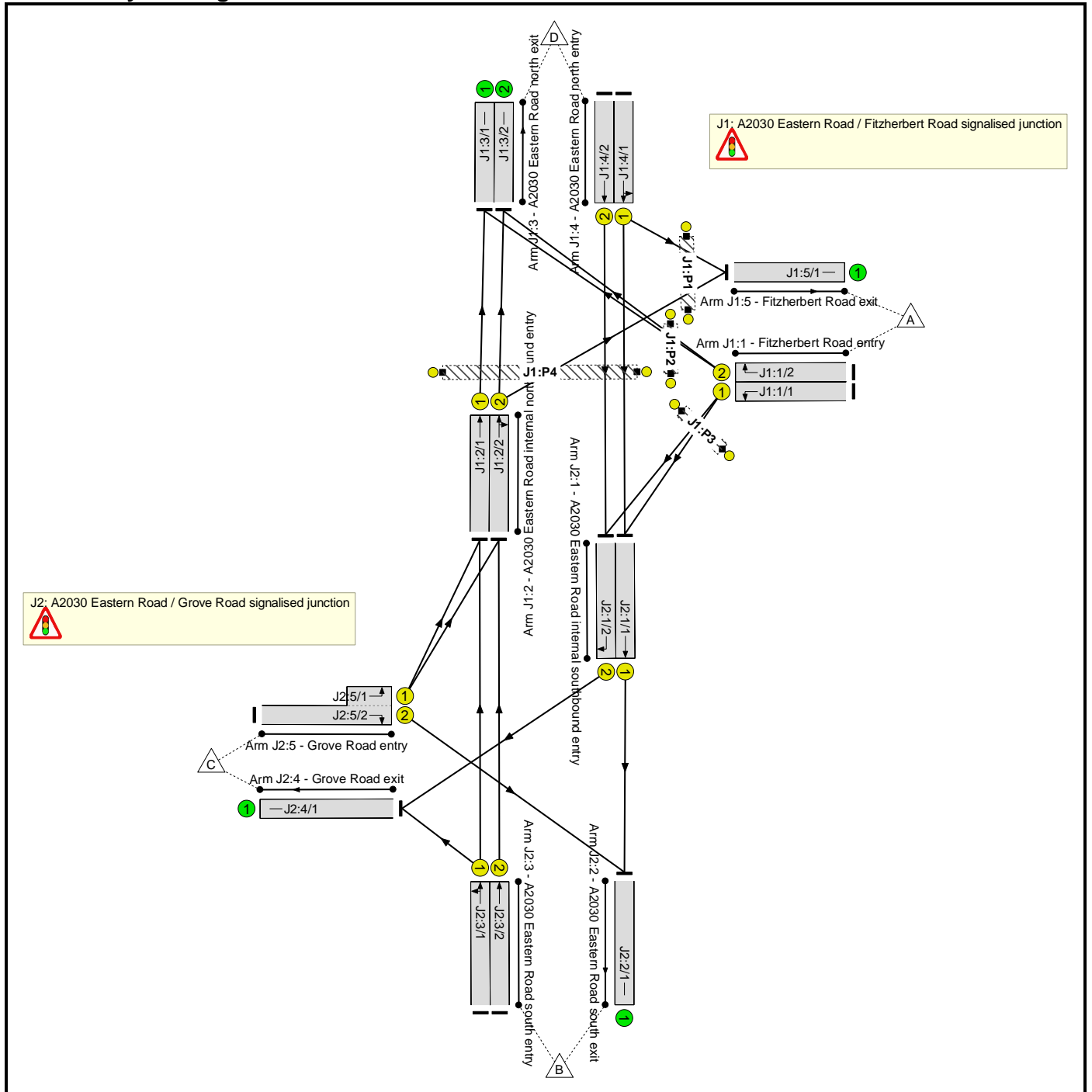
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	30.7	10.6	0.0	41.3	-	-	-	-
A2030 Eastern Road / Burfields Road signalised junction	-	-	0	0	0	30.7	10.6	0.0	41.3	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1124	1124	-	-	-	0.1	0.9	-	1.0	3.2	0.8	0.9	1.7
2/2	1080	1080	-	-	-	0.1	0.8	-	0.9	3.0	0.7	0.8	1.6
3/1	588	588	-	-	-	4.0	0.5	-	4.6	28.1	19.4	0.5	20.0
3/2+3/3	600	600	-	-	-	4.1	0.5	-	4.7	28.1	19.8	0.5	20.4
4/1	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	221	221	-	-	-	4.9	2.4	-	7.3	118.6	10.2	2.4	12.6
6/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1073	1073	-	-	-	7.2	2.4	-	9.6	32.0	43.8	2.4	46.2
7/2+7/3	1127	1127	-	-	-	10.3	3.0	-	13.3	42.5	45.0	3.0	48.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1124	1124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1080	1080	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		4.7	Total Delay for Signalled Lanes (pcuHr):		41.32	Cycle Time (s): 200				
			PRC Over All Lanes (%):		4.7	Total Delay Over All Lanes (pcuHr):		41.32					

Full Input Data And Results
Full Input Data And Results

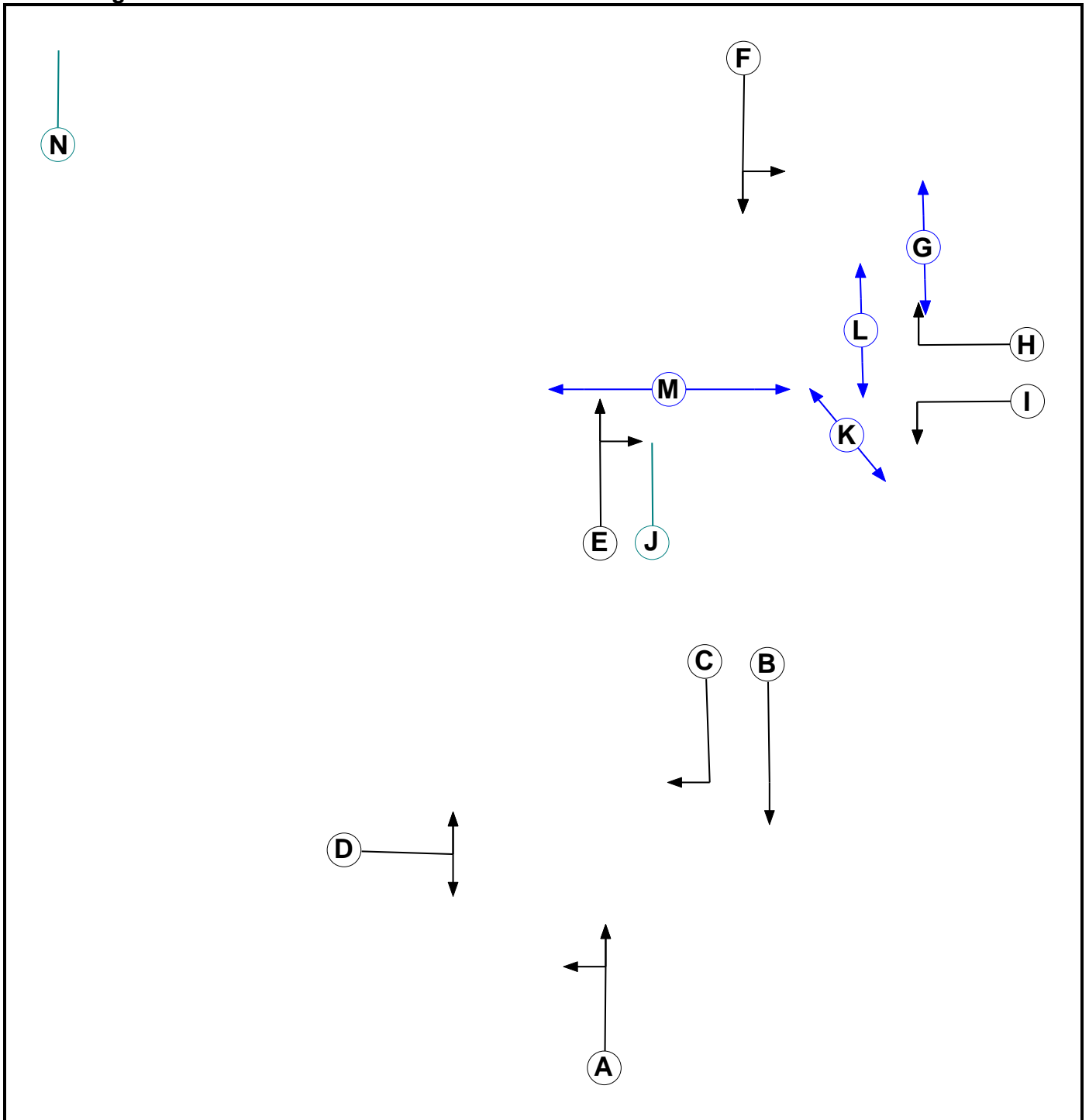
User and Project Details

Project:	
Title:	A2030 Eastern Road / Grove Road / Fitzherbert Road traffic signal junction
Location:	
Additional detail:	
File name:	A2030 Eastern Rd_Grove Rd_Fitzherbert Rd.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		4	4
H	Traffic		7	7
I	Traffic		7	7
J	Dummy		7	7
K	Pedestrian		4	4
L	Pedestrian		4	4
M	Pedestrian		7	7
N	Dummy		2	2

Phase Intergreens Matrix

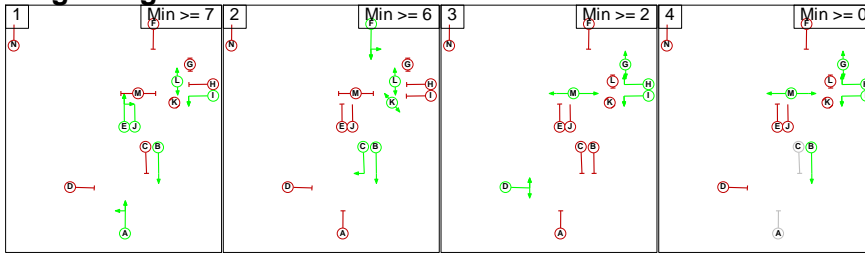
		Starting Phase														
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	
Terminating Phase	A		-	7	7	-	-	-	-	-	-	-	-	-	-	3
	B	-		-	5	-	-	-	-	-	-	-	-	-	-	3
	C	5	-		5	-	-	-	-	-	-	-	-	-	-	3
	D	5	7	6		-	-	-	-	-	-	-	-	-	-	3
	E	-	-	-	-		6	9	5	-	-	-	-	-	7	3
	F	-	-	-	-	7		8	5	6	7	-	-	-	10	3
	G	-	-	-	-	0	0		-	-	0	-	-	-	-	3
	H	-	-	-	-	8	6	-		-	6	-	5	-	-	3
	I	-	-	-	-	-	5	-	-		-	5	-	-	-	3
	J	-	-	-	-	-	6	9	5	-		-	-	-	5	3
	K	-	-	-	-	-	-	-	-	0	-		-	-	-	3
	L	-	-	-	-	-	-	-	0	-	-	-		-	-	3
	M	-	-	-	-	0	0	-	-	-	0	-	-	-		3
	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A B E I J L
2	B C F K L
3	D G H I M
4	B G H I M

Full Input Data And Results

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		7	9	9
	2	7		10	10
	3	8	7		7
	4	8	6	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: A2030 Eastern Road / Fitzherbert Road signalised junction

There are no Opposed Lanes in this Junction

Junction: J2: A2030 Eastern Road / Grove Road signalised junction

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: A2030 Eastern Road / Fitzherbert Road signalised junction												
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)
J1:1/1 (Fitzherbert Road entry)	U	I	2	3	60.0	Geom	-	4.00	0.00	Y	Arm J2:1 Left	18.00
J1:1/2 (Fitzherbert Road entry)	U	H	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:3 Right	12.00
J1:2/1 (A2030 Eastern Road internal northbound entry)	U	E	2	3	10.4	Geom	-	3.00	0.00	Y	Arm J1:3 Ahead	Inf
J1:2/2 (A2030 Eastern Road internal northbound entry)	U	E	2	3	10.4	Geom	-	3.00	0.00	Y	Arm J1:3 Ahead Arm J1:5 Right	Inf 12.00
J1:3/1 (A2030 Eastern Road north exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/2 (A2030 Eastern Road north exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/1 (A2030 Eastern Road north entry)	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:5 Left Arm J2:1 Ahead	18.00 Inf
J1:4/2 (A2030 Eastern Road north entry)	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J2:1 Ahead	Inf
J1:5/1 (Fitzherbert Road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: A2030 Eastern Road / Grove Road signalised junction												
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)
J2:1/1 (A2030 Eastern Road internal southbound entry)	U	B	2	3	9.6	Geom	-	3.00	0.00	Y	Arm J2:2 Ahead	Inf
J2:1/2 (A2030 Eastern Road internal southbound entry)	U	C	2	3	9.6	Geom	-	3.00	0.00	Y	Arm J2:4 Right	12.00
J2:2/1 (A2030 Eastern Road south exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:3/1 (A2030 Eastern Road south entry)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:2 Ahead Arm J2:4 Left	Inf 18.00
J2:3/2 (A2030 Eastern Road south entry)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:2 Ahead	Inf
J2:4/1 (Grove Road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1 (Grove Road entry)	U	D	2	3	3.5	Geom	-	3.25	0.00	Y	Arm J1:2 Left	15.00
J2:5/2 (Grove Road entry)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:2 Right	15.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'ELM - DM AM'	08:00	09:00	01:00	
2: 'ELM - DM PM'	17:00	18:00	01:00	
3: 'EMM - DS1 AM'	08:00	09:00	01:00	
4: 'EMM - DS1 PM'	17:00	18:00	01:00	
5: 'EML - DS2 AM'	08:00	09:00	01:00	
6: 'EML - DS2 PM'	17:00	18:00	01:00	

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	D	Tot.
Origin					
A	0	228	1	8	237
B	272	0	367	241	880
C	5	386	0	5	396
D	5	324	1	0	330
Tot.	282	938	369	254	1843

Traffic Lane Flows

Lane	Scenario 1: ELM - DM AM
Junction: J1: A2030 Eastern Road / Fitzherbert Road signalised junction	
J1:1/1	229
J1:1/2	8
J1:2/1	146
J1:2/2	377
J1:3/1	150
J1:3/2	104
J1:4/1	329
J1:4/2	1
J1:5/1	282
Junction: J2: A2030 Eastern Road / Grove Road signalised junction	
J2:1/1	552
J2:1/2	2
J2:2/1	938
J2:3/1	508
J2:3/2	372
J2:4/1	369
J2:5/1 (short)	10
J2:5/2 (with short)	396(In) 386(Out)

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2030 Eastern Road / Fitzherbert Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Fitzherbert Road entry)	4.00	0.00	Y	Arm J2:1 Left	18.00	100.0 %	1860	1860
J1:1/2 (Fitzherbert Road entry)	3.50	0.00	Y	Arm J1:3 Right	12.00	100.0 %	1747	1747
J1:2/1 (A2030 Eastern Road internal northbound entry)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (A2030 Eastern Road internal northbound entry)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	26.5 %	1754	1754
				Arm J1:5 Right	12.00	73.5 %		
J1:3/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm J1:5 Left	18.00	1.5 %	1913	1913
				Arm J2:1 Ahead	Inf	98.5 %		
J1:4/2 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1915	1915
J1:5/1 (Fitzherbert Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2030 Eastern Road / Grove Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A2030 Eastern Road internal southbound entry)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2 (A2030 Eastern Road internal southbound entry)	3.00	0.00	Y	Arm J2:4 Right	12.00	100.0 %	1702	1702
J2:2/1 (A2030 Eastern Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm J1:2 Ahead	Inf	27.8 %	1806	1806
				Arm J2:4 Left	18.00	72.2 %		
J2:3/2 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:4/1 (Grove Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Grove Road entry)	3.25	0.00	Y	Arm J1:2 Left	15.00	100.0 %	1764	1764
J2:5/2 (Grove Road entry)	3.25	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1764	1764

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

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	254	1	7	262	
B	291	0	466	428	1185	
C	0	318	0	1	319	
D	4	279	1	0	284	
Tot.	295	851	468	436	2050	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: ELM - DM PM
Junction: J1: A2030 Eastern Road / Fitzherbert Road signalised junction	
J1:1/1	255
J1:1/2	7
J1:2/1	190
J1:2/2	530
J1:3/1	193
J1:3/2	243
J1:4/1	283
J1:4/2	1
J1:5/1	295
Junction: J2: A2030 Eastern Road / Grove Road signalised junction	
J2:1/1	533
J2:1/2	2
J2:2/1	851
J2:3/1	655
J2:3/2	530
J2:4/1	468
J2:5/1 (short)	1
J2:5/2 (with short)	319(In) 318(Out)

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2030 Eastern Road / Fitzherbert Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Fitzherbert Road entry)	4.00	0.00	Y	Arm J2:1 Left	18.00	100.0 %	1860	1860
J1:1/2 (Fitzherbert Road entry)	3.50	0.00	Y	Arm J1:3 Right	12.00	100.0 %	1747	1747
J1:2/1 (A2030 Eastern Road internal northbound entry)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (A2030 Eastern Road internal northbound entry)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	45.1 %	1792	1792
J1:3/1 (A2030 Eastern Road north exit Lane 1)				Arm J1:5 Right	12.00	54.9 %		
J1:3/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm J1:5 Left	18.00	1.4 %	1913	1913
J1:4/2 (A2030 Eastern Road north entry)				Arm J2:1 Ahead	Inf	98.6 %		
J1:5/1 (Fitzherbert Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2030 Eastern Road / Grove Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A2030 Eastern Road internal southbound entry)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2 (A2030 Eastern Road internal southbound entry)	3.00	0.00	Y	Arm J2:4 Right	12.00	100.0 %	1702	1702
J2:2/1 (A2030 Eastern Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm J1:2 Ahead	Inf	28.9 %	1808	1808
				Arm J2:4 Left	18.00	71.1 %		
J2:3/2 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:4/1 (Grove Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Grove Road entry)	3.25	0.00	Y	Arm J1:2 Left	15.00	100.0 %	1764	1764
J2:5/2 (Grove Road entry)	3.25	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1764	1764

Scenario 3: 'EMM - DS1 AM' (FG3: 'EMM - DS1 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	227	1	3	231	
B	201	0	446	179	826	
C	5	369	0	5	379	
D	0	237	1	0	238	
Tot.	206	833	448	187	1674	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: EMM - DS1 AM
Junction: J1: A2030 Eastern Road / Fitzherbert Road signalised junction	
J1:1/1	228
J1:1/2	3
J1:2/1	23
J1:2/2	367
J1:3/1	24
J1:3/2	163
J1:4/1	237
J1:4/2	1
J1:5/1	206
Junction: J2: A2030 Eastern Road / Grove Road signalised junction	
J2:1/1	464
J2:1/2	2
J2:2/1	833
J2:3/1	464
J2:3/2	362
J2:4/1	448
J2:5/1 (short)	10
J2:5/2 (with short)	379(In) 369(Out)

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2030 Eastern Road / Fitzherbert Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Fitzherbert Road entry)	4.00	0.00	Y	Arm J2:1 Left	18.00	100.0 %	1860	1860
J1:1/2 (Fitzherbert Road entry)	3.50	0.00	Y	Arm J1:3 Right	12.00	100.0 %	1747	1747
J1:2/1 (A2030 Eastern Road internal northbound entry)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (A2030 Eastern Road internal northbound entry)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	43.9 %	1789	1789
				Arm J1:5 Right	12.00	56.1 %		
J1:3/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm J1:5 Left	18.00	0.0 %	1915	1915
				Arm J2:1 Ahead	Inf	100.0 %		
J1:4/2 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1915	1915
J1:5/1 (Fitzherbert Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2030 Eastern Road / Grove Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A2030 Eastern Road internal southbound entry)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2 (A2030 Eastern Road internal southbound entry)	3.00	0.00	Y	Arm J2:4 Right	12.00	100.0 %	1702	1702
J2:2/1 (A2030 Eastern Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm J1:2 Ahead	Inf	3.9 %	1773	1773
				Arm J2:4 Left	18.00	96.1 %		
J2:3/2 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:4/1 (Grove Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Grove Road entry)	3.25	0.00	Y	Arm J1:2 Left	15.00	100.0 %	1764	1764
J2:5/2 (Grove Road entry)	3.25	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1764	1764

Scenario 4: 'EMM - DS1 PM' (FG4: 'EMM - DS1 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	254	1	3	258	
B	193	0	666	284	1143	
C	3	291	0	5	299	
D	0	192	1	0	193	
Tot.	196	737	668	292	1893	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: EMM - DS1 PM
Junction: J1: A2030 Eastern Road / Fitzherbert Road signalised junction	
J1:1/1	255
J1:1/2	3
J1:2/1	5
J1:2/2	480
J1:3/1	6
J1:3/2	286
J1:4/1	192
J1:4/2	1
J1:5/1	196
Junction: J2: A2030 Eastern Road / Grove Road signalised junction	
J2:1/1	446
J2:1/2	2
J2:2/1	737
J2:3/1	666
J2:3/2	477
J2:4/1	668
J2:5/1 (short)	8
J2:5/2 (with short)	299(In) 291(Out)

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2030 Eastern Road / Fitzherbert Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Fitzherbert Road entry)	4.00	0.00	Y	Arm J2:1 Left	18.00	100.0 %	1860	1860
J1:1/2 (Fitzherbert Road entry)	3.50	0.00	Y	Arm J1:3 Right	12.00	100.0 %	1747	1747
J1:2/1 (A2030 Eastern Road internal northbound entry)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (A2030 Eastern Road internal northbound entry)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	59.2 %	1822	1822
				Arm J1:5 Right	12.00	40.8 %		
J1:3/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm J1:5 Left	18.00	0.0 %	1915	1915
				Arm J2:1 Ahead	Inf	100.0 %		
J1:4/2 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1915	1915
J1:5/1 (Fitzherbert Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2030 Eastern Road / Grove Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A2030 Eastern Road internal southbound entry)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2 (A2030 Eastern Road internal southbound entry)	3.00	0.00	Y	Arm J2:4 Right	12.00	100.0 %	1702	1702
J2:2/1 (A2030 Eastern Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm J1:2 Ahead	Inf	0.0 %	1768	1768
				Arm J2:4 Left	18.00	100.0 %		
J2:3/2 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:4/1 (Grove Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Grove Road entry)	3.25	0.00	Y	Arm J1:2 Left	15.00	100.0 %	1764	1764
J2:5/2 (Grove Road entry)	3.25	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1764	1764

Scenario 5: 'EML - DS2 AM' (FG5: 'EML - DS2 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	227	1	3	231	
B	203	0	445	181	829	
C	5	405	0	5	415	
D	0	237	1	0	238	
Tot.	208	869	447	189	1713	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: EML - DS2 AM
Junction: J1: A2030 Eastern Road / Fitzherbert Road signalised junction	
J1:1/1	228
J1:1/2	3
J1:2/1	25
J1:2/2	369
J1:3/1	26
J1:3/2	163
J1:4/1	237
J1:4/2	1
J1:5/1	208
Junction: J2: A2030 Eastern Road / Grove Road signalised junction	
J2:1/1	464
J2:1/2	2
J2:2/1	869
J2:3/1	465
J2:3/2	364
J2:4/1	447
J2:5/1 (short)	10
J2:5/2 (with short)	415(In) 405(Out)

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2030 Eastern Road / Fitzherbert Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Fitzherbert Road entry)	4.00	0.00	Y	Arm J2:1 Left	18.00	100.0 %	1860	1860
J1:1/2 (Fitzherbert Road entry)	3.50	0.00	Y	Arm J1:3 Right	12.00	100.0 %	1747	1747
J1:2/1 (A2030 Eastern Road internal northbound entry)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (A2030 Eastern Road internal northbound entry)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	43.6 %	1789	1789
				Arm J1:5 Right	12.00	56.4 %		
J1:3/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm J1:5 Left	18.00	0.0 %	1915	1915
				Arm J2:1 Ahead	Inf	100.0 %		
J1:4/2 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1915	1915
J1:5/1 (Fitzherbert Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2030 Eastern Road / Grove Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A2030 Eastern Road internal southbound entry)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2 (A2030 Eastern Road internal southbound entry)	3.00	0.00	Y	Arm J2:4 Right	12.00	100.0 %	1702	1702
J2:2/1 (A2030 Eastern Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm J1:2 Ahead	Inf	4.3 %	1774	1774
				Arm J2:4 Left	18.00	95.7 %		
J2:3/2 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:4/1 (Grove Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Grove Road entry)	3.25	0.00	Y	Arm J1:2 Left	15.00	100.0 %	1764	1764
J2:5/2 (Grove Road entry)	3.25	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1764	1764

Scenario 6: 'EML - DS2 PM' (FG6: 'EML - DS2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	254	1	3	258	
B	195	0	663	288	1146	
C	1	324	0	1	326	
D	0	211	1	0	212	
Tot.	196	789	665	292	1942	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: EML - DS2 PM
Junction: J1: A2030 Eastern Road / Fitzherbert Road signalised junction	
J1:1/1	255
J1:1/2	3
J1:2/1	1
J1:2/2	484
J1:3/1	2
J1:3/2	290
J1:4/1	211
J1:4/2	1
J1:5/1	196
Junction: J2: A2030 Eastern Road / Grove Road signalised junction	
J2:1/1	465
J2:1/2	2
J2:2/1	789
J2:3/1	663
J2:3/2	483
J2:4/1	665
J2:5/1 (short)	2
J2:5/2 (with short)	326(In) 324(Out)

Full Input Data And Results

Lane Saturation Flows

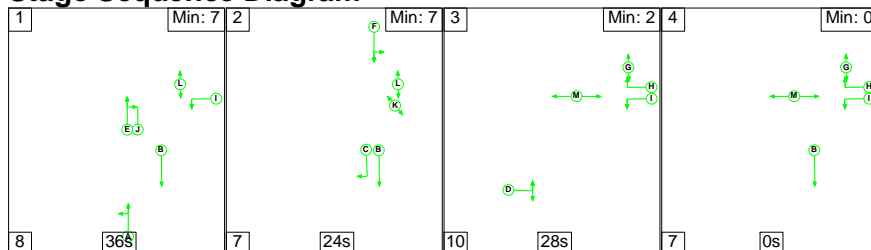
Junction: J1: A2030 Eastern Road / Fitzherbert Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Fitzherbert Road entry)	4.00	0.00	Y	Arm J2:1 Left	18.00	100.0 %	1860	1860
J1:1/2 (Fitzherbert Road entry)	3.50	0.00	Y	Arm J1:3 Right	12.00	100.0 %	1747	1747
J1:2/1 (A2030 Eastern Road internal northbound entry)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (A2030 Eastern Road internal northbound entry)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	59.5 %	1823	1823
				Arm J1:5 Right	12.00	40.5 %		
J1:3/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm J1:5 Left	18.00	0.0 %	1915	1915
				Arm J2:1 Ahead	Inf	100.0 %		
J1:4/2 (A2030 Eastern Road north entry)	3.00	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1915	1915
J1:5/1 (Fitzherbert Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2030 Eastern Road / Grove Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A2030 Eastern Road internal southbound entry)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2 (A2030 Eastern Road internal southbound entry)	3.00	0.00	Y	Arm J2:4 Right	12.00	100.0 %	1702	1702
J2:2/1 (A2030 Eastern Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm J1:2 Ahead	Inf	0.0 %	1768	1768
				Arm J2:4 Left	18.00	100.0 %		
J2:3/2 (A2030 Eastern Road south entry)	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:4/1 (Grove Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Grove Road entry)	3.25	0.00	Y	Arm J1:2 Left	15.00	100.0 %	1764	1764
J2:5/2 (Grove Road entry)	3.25	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1764	1764

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

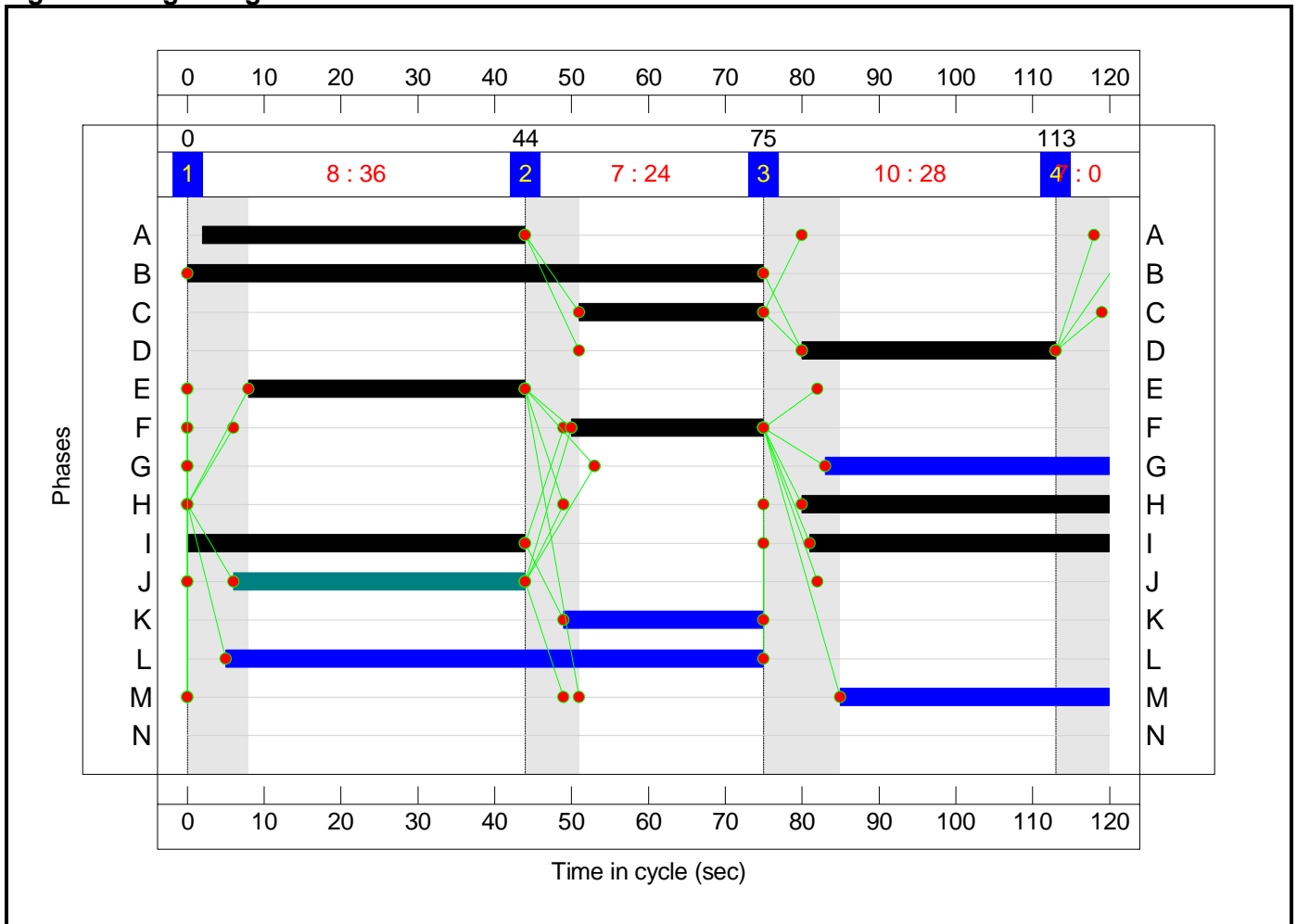
Stage Sequence Diagram



Stage Timings

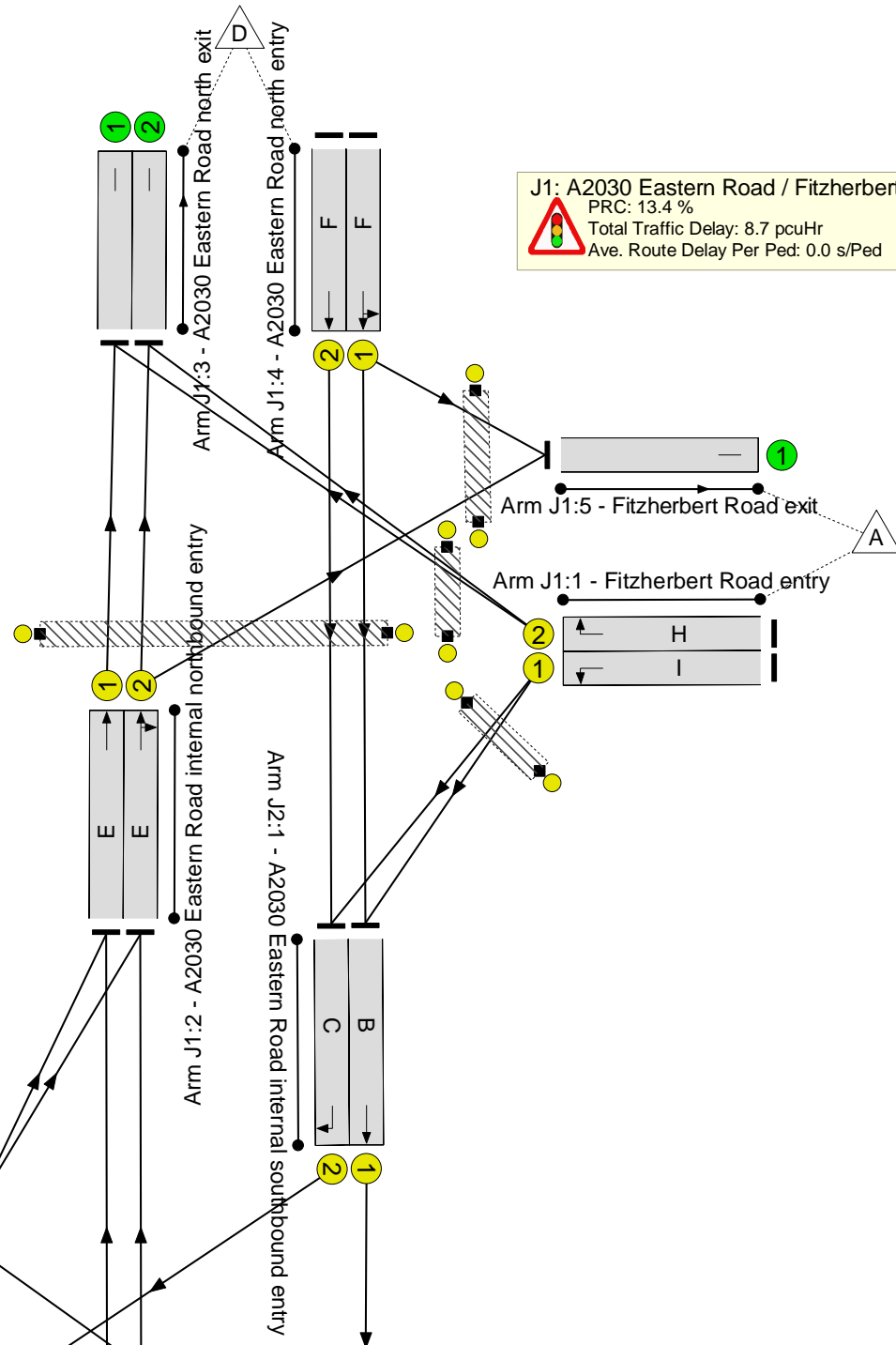
Stage	1	2	3	4
Duration	36	24	28	0
Change Point	0	44	75	113

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



J1: A2030 Eastern Road / Fitzherbert Road signalised junction
 PRC: 13.4 %
 Total Traffic Delay: 8.7 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped

J2: A2030 Eastern Road / Grove Road signalised junction
 PRC: 14.7 %
 Total Traffic Delay: 18.3 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	-	-	N/A	-	-		-	-	-	-	-	-	79.4%
J1: A2030 Eastern Road / Fitzherbert Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	79.4%
1/1	Fitzherbert Road entry Left	U	N/A	N/A	I		1	83	-	229	1860	1302	17.6%
1/2	Fitzherbert Road entry Right	U	N/A	N/A	H		1	40	-	8	1747	597	1.3%
2/1	A2030 Eastern Road internal northbound entry Ahead	U	N/A	N/A	E		1	36	-	146	1915	590	24.7%
2/2	A2030 Eastern Road internal northbound entry Ahead Right	U	N/A	N/A	E		1	36	-	377	1754	541	69.7%
3/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
3/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	104	Inf	Inf	0.0%
4/1	A2030 Eastern Road north entry Left Ahead	U	N/A	N/A	F		1	25	-	329	1913	414	79.4%
4/2	A2030 Eastern Road north entry Ahead	U	N/A	N/A	F		1	25	-	1	1915	415	0.2%
5/1	Fitzherbert Road exit	U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	37	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	70	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	26	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	M		1	35	-	0	-	0	0.0%

Full Input Data And Results

J2: A2030 Eastern Road / Grove Road signalised junction	-	-	N/A	-	-	-	-	-	-	-	-	-	78.5%
1/1	A2030 Eastern Road internal southbound entry Ahead	U	N/A	N/A	B	1	75	-	552	1915	1213	45.5%	
1/2	A2030 Eastern Road internal southbound entry Right	U	N/A	N/A	C	1	24	-	2	1702	355	0.6%	
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-	-	-	-	938	Inf	Inf	0.0%	
3/1	A2030 Eastern Road south entry Ahead Left	U	N/A	N/A	A	1	42	-	508	1806	647	78.5%	
3/2	A2030 Eastern Road south entry Ahead	U	N/A	N/A	A	1	42	-	372	1915	686	54.2%	
4/1	Grove Road exit	U	N/A	N/A	-	-	-	-	369	Inf	Inf	0.0%	
5/2+5/1	Grove Road entry Left Right	U	N/A	N/A	D	1	33	-	396	1764:1764	512	77.3%	

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	-	-	0	0	0	19.2	7.7	0.0	26.9	-	-	-	-
J1: A2030 Eastern Road / Fitzherbert Road signalised junction	-	-	0	0	0	5.4	3.3	0.0	8.7	-	-	-	-
1/1	229	229	-	-	-	0.4	0.1	-	0.5	7.8	2.6	0.1	2.7
1/2	8	8	-	-	-	0.1	0.0	-	0.1	29.4	0.2	0.0	0.2
2/1	146	146	-	-	-	0.2	0.2	-	0.4	9.5	0.6	0.2	0.7
2/2	377	377	-	-	-	0.7	1.1	-	1.8	17.2	10.9	1.1	12.0
3/1	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	104	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	329	329	-	-	-	4.1	1.8	-	5.9	64.7	10.3	1.8	12.2
4/2	1	1	-	-	-	0.0	0.0	-	0.0	41.6	0.0	0.0	0.0
5/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2030 Eastern Road / Grove Road signalised junction	-	-	0	0	0	13.8	4.4	0.0	18.3	-	-	-	-
1/1	552	552	-	-	-	1.4	0.4	-	1.9	12.1	6.0	0.4	6.4
1/2	2	2	-	-	-	0.0	0.0	-	0.0	34.5	0.0	0.0	0.0
2/1	938	938	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	508	508	-	-	-	4.9	1.8	-	6.6	47.0	15.1	1.8	16.9
3/2	372	372	-	-	-	3.2	0.6	-	3.8	36.4	9.8	0.6	10.4
4/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	396	396	-	-	-	4.3	1.7	-	6.0	54.5	11.9	1.7	13.6

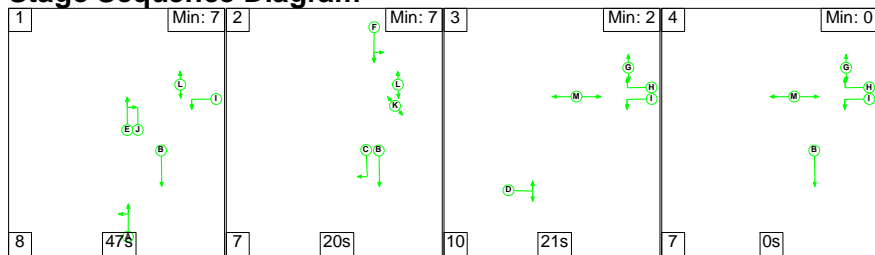
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	13.4	Total Delay for Signalled Lanes (pcuHr):	26.93	Cycle Time (s):	120
	PRC Over All Lanes (%):	13.4	Total Delay Over All Lanes(pcuHr):	26.93		

Full Input Data And Results

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

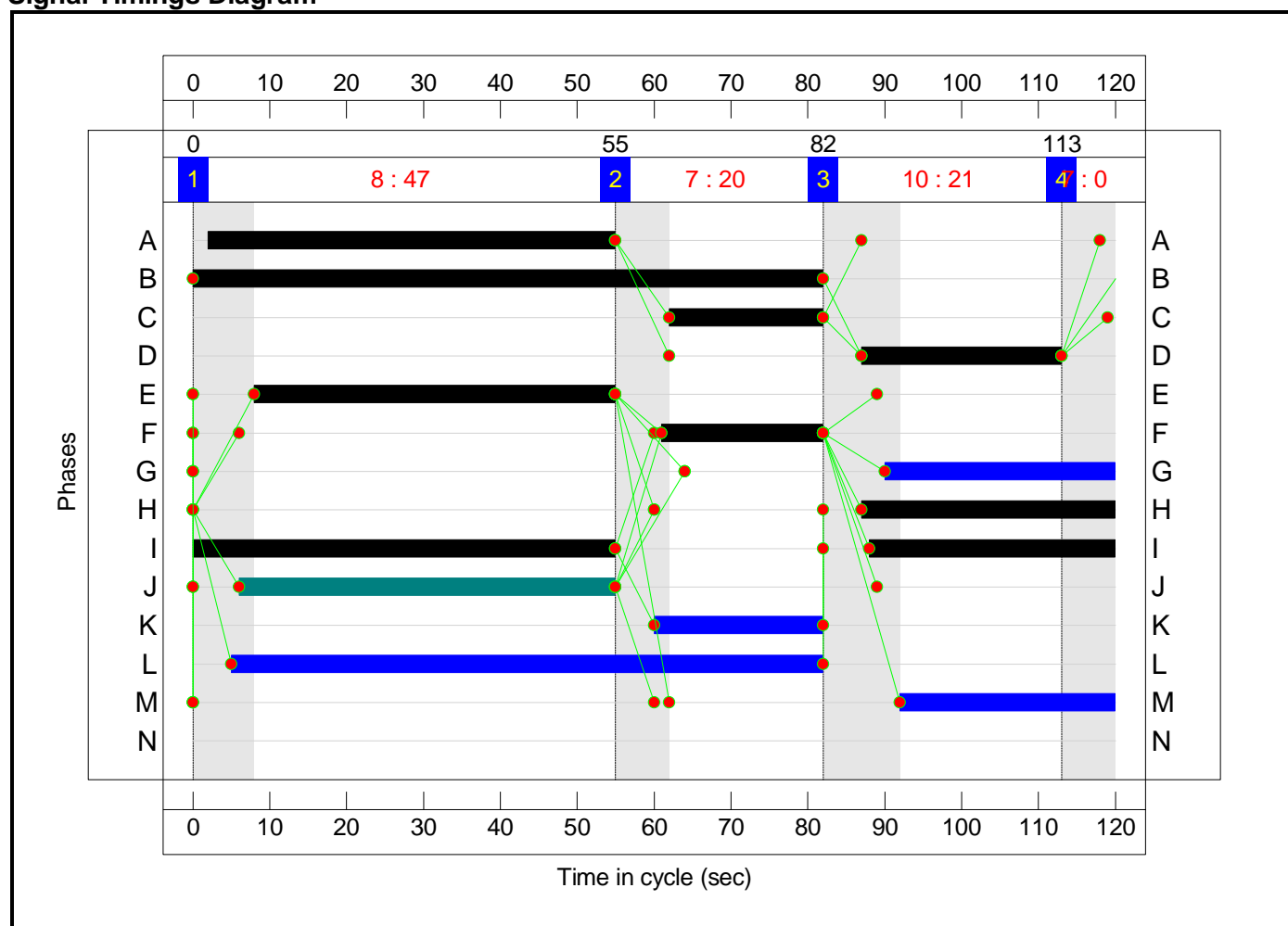
Stage Sequence Diagram



Stage Timings

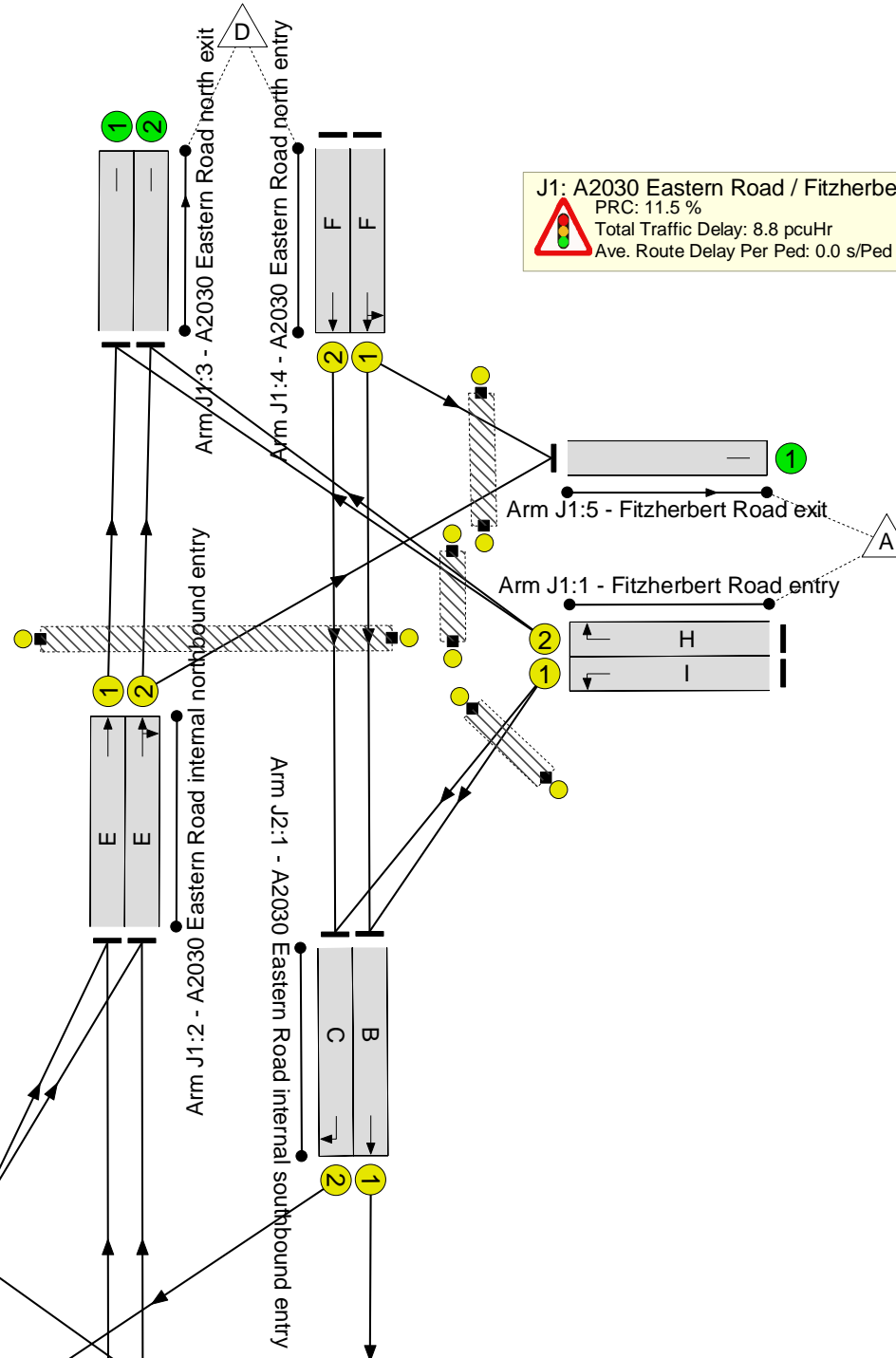
Stage	1	2	3	4
Duration	47	20	21	0
Change Point	0	55	82	113

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



J1: A2030 Eastern Road / Fitzherbert Road signalised junction
 PRC: 11.5 %
 Total Traffic Delay: 8.8 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped

J2: A2030 Eastern Road / Grove Road signalised junction
 PRC: 11.8 %
 Total Traffic Delay: 19.1 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	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
J1: A2030 Eastern Road / Fitzherbert Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
1/1	Fitzherbert Road entry Left	U	N/A	N/A	I		1	87	-	255	1860	1364	18.7%
1/2	Fitzherbert Road entry Right	U	N/A	N/A	H		1	33	-	7	1747	495	1.4%
2/1	A2030 Eastern Road internal northbound entry Ahead	U	N/A	N/A	E		1	47	-	190	1915	766	24.8%
2/2	A2030 Eastern Road internal northbound entry Ahead Right	U	N/A	N/A	E		1	47	-	530	1792	717	73.9%
3/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
3/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
4/1	A2030 Eastern Road north entry Left Ahead	U	N/A	N/A	F		1	21	-	283	1913	351	80.7%
4/2	A2030 Eastern Road north entry Ahead	U	N/A	N/A	F		1	21	-	1	1915	351	0.3%
5/1	Fitzherbert Road exit	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	30	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	77	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	22	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	M		1	28	-	0	-	0	0.0%

Full Input Data And Results

J2: A2030 Eastern Road / Grove Road signalised junction	-	-	N/A	-	-	-	-	-	-	-	-	-	80.5%
1/1	A2030 Eastern Road internal southbound entry Ahead	U	N/A	N/A	B	1	82	-	533	1915	1325	40.2%	
1/2	A2030 Eastern Road internal southbound entry Right	U	N/A	N/A	C	1	20	-	2	1702	298	0.7%	
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-	-	-	-	851	Inf	Inf	0.0%	
3/1	A2030 Eastern Road south entry Ahead Left	U	N/A	N/A	A	1	53	-	655	1808	814	80.5%	
3/2	A2030 Eastern Road south entry Ahead	U	N/A	N/A	A	1	53	-	530	1915	862	61.5%	
4/1	Grove Road exit	U	N/A	N/A	-	-	-	-	468	Inf	Inf	0.0%	
5/2+5/1	Grove Road entry Left Right	U	N/A	N/A	D	1	26	-	319	1764:1764	398	80.1%	

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	-	-	0	0	0	19.2	8.7	0.0	27.9	-	-	-	-
J1: A2030 Eastern Road / Fitzherbert Road signalised junction	-	-	0	0	0	5.1	3.7	0.0	8.8	-	-	-	-
1/1	255	255	-	-	-	0.4	0.1	-	0.5	6.6	2.6	0.1	2.7
1/2	7	7	-	-	-	0.1	0.0	-	0.1	34.9	0.2	0.0	0.2
2/1	190	190	-	-	-	0.2	0.2	-	0.4	7.1	0.4	0.2	0.6
2/2	530	530	-	-	-	0.8	1.4	-	2.2	15.1	15.0	1.4	16.4
3/1	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	283	283	-	-	-	3.7	2.0	-	5.7	72.1	9.0	2.0	11.0
4/2	1	1	-	-	-	0.0	0.0	-	0.0	45.6	0.0	0.0	0.0
5/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2030 Eastern Road / Grove Road signalised junction	-	-	0	0	0	14.0	5.1	0.0	19.1	-	-	-	-
1/1	533	533	-	-	-	1.2	0.3	-	1.6	10.7	6.1	0.3	6.5
1/2	2	2	-	-	-	0.0	0.0	-	0.0	36.2	0.0	0.0	0.0
2/1	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	655	655	-	-	-	5.2	2.0	-	7.2	39.5	18.7	2.0	20.8
3/2	530	530	-	-	-	3.7	0.8	-	4.5	30.5	13.4	0.8	14.2
4/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	319	319	-	-	-	3.9	1.9	-	5.8	65.7	10.0	1.9	11.9

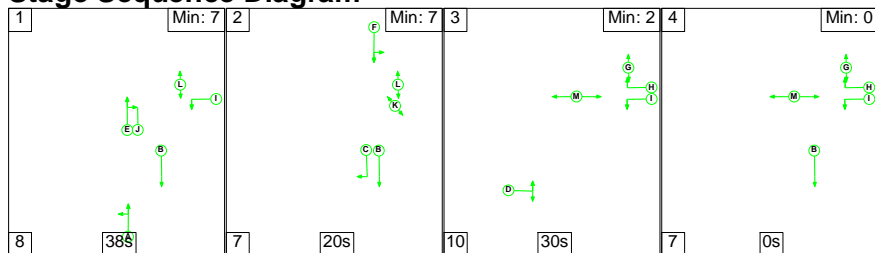
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	11.5	Total Delay for Signalled Lanes (pcuHr):	27.91	Cycle Time (s):	120
	PRC Over All Lanes (%):	11.5	Total Delay Over All Lanes(pcuHr):	27.91		

Full Input Data And Results

Scenario 3: 'EMM - DS1 AM' (FG3: 'EMM - DS1 AM', Plan 1: 'Network Control Plan 1')

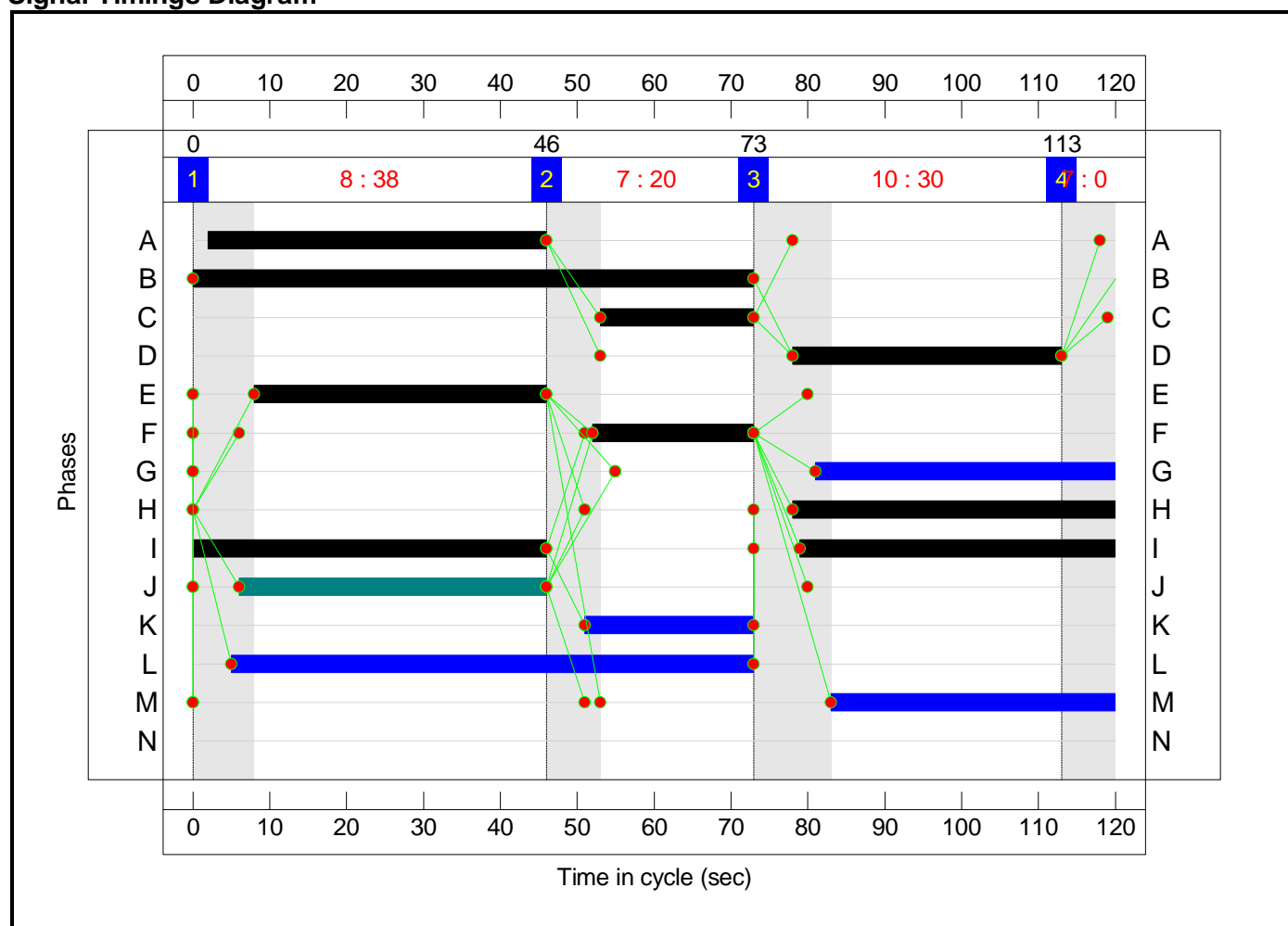
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	38	20	30	0
Change Point	0	46	73	113

Signal Timings Diagram

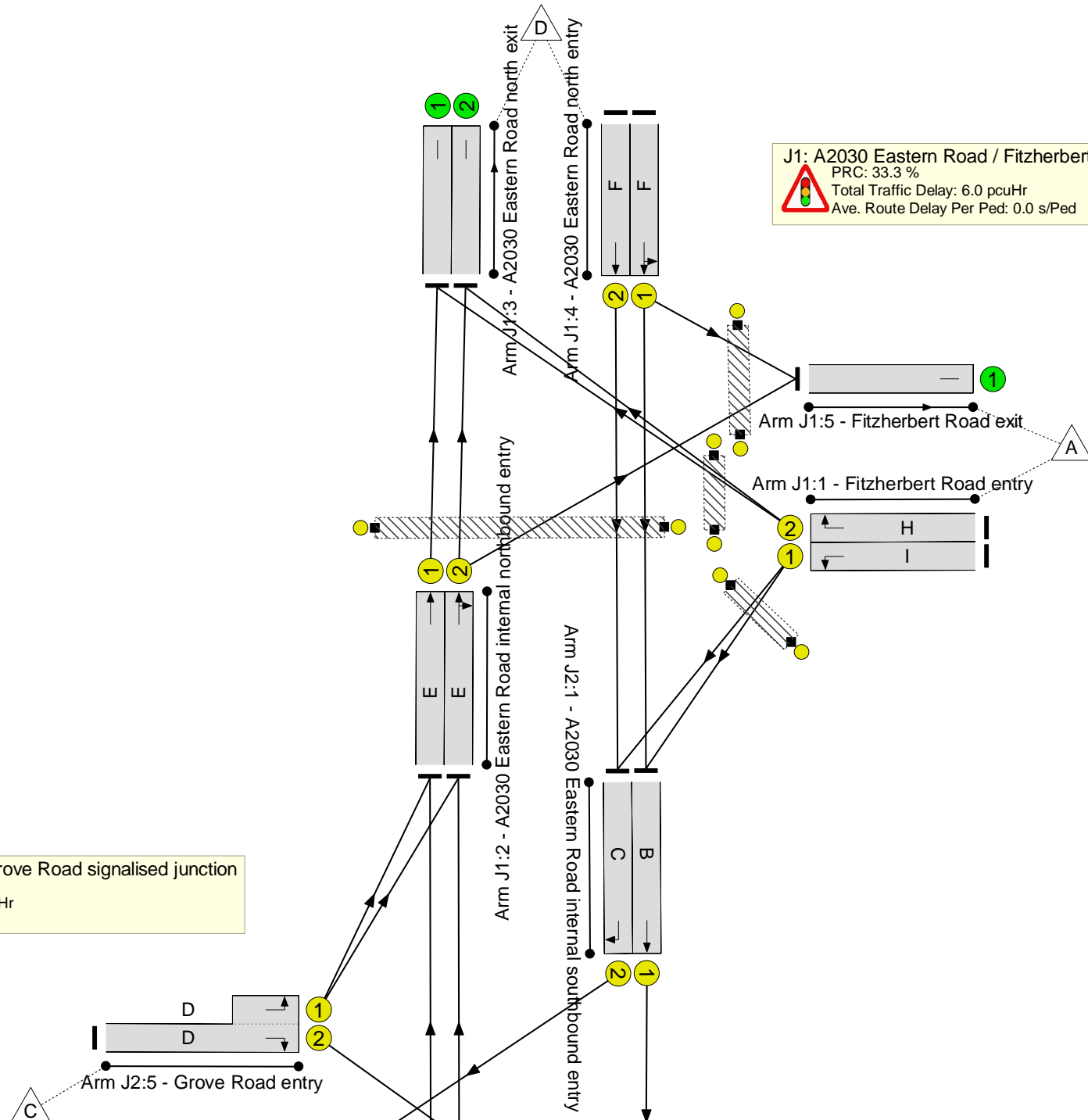


Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

J2: A2030 Eastern Road / Grove Road signalised junction
 PRC: 28.6 %
 Total Traffic Delay: 15.3 pcuHr

J1: A2030 Eastern Road / Fitzherbert Road signalised junction
 PRC: 33.3 %
 Total Traffic Delay: 6.0 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	-	-		-	-	-	-	-	-	70.0%
J1: A2030 Eastern Road / Fitzherbert Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	67.5%
1/1	Fitzherbert Road entry Left	U	N/A	N/A	I		1	87	-	228	1860	1364	16.7%
1/2	Fitzherbert Road entry Right	U	N/A	N/A	H		1	42	-	3	1747	626	0.5%
2/1	A2030 Eastern Road internal northbound entry Ahead	U	N/A	N/A	E		1	38	-	23	1915	622	3.7%
2/2	A2030 Eastern Road internal northbound entry Ahead Right	U	N/A	N/A	E		1	38	-	367	1789	581	63.1%
3/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	24	Inf	Inf	0.0%
3/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	163	Inf	Inf	0.0%
4/1	A2030 Eastern Road north entry Left Ahead	U	N/A	N/A	F		1	21	-	237	1915	351	67.5%
4/2	A2030 Eastern Road north entry Ahead	U	N/A	N/A	F		1	21	-	1	1915	351	0.3%
5/1	Fitzherbert Road exit	U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	39	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	68	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	22	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	M		1	37	-	0	-	0	0.0%

Full Input Data And Results

J2: A2030 Eastern Road / Grove Road signalised junction	-	-	N/A	-	-	-	-	-	-	-	-	-	70.0%
1/1	A2030 Eastern Road internal southbound entry Ahead	U	N/A	N/A	B	1	73	-	464	1915	1181	39.3%	
1/2	A2030 Eastern Road internal southbound entry Right	U	N/A	N/A	C	1	20	-	2	1702	298	0.7%	
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-	-	-	-	833	Inf	Inf	0.0%	
3/1	A2030 Eastern Road south entry Ahead Left	U	N/A	N/A	A	1	44	-	464	1773	665	69.8%	
3/2	A2030 Eastern Road south entry Ahead	U	N/A	N/A	A	1	44	-	362	1915	718	50.4%	
4/1	Grove Road exit	U	N/A	N/A	-	-	-	-	448	Inf	Inf	0.0%	
5/2+5/1	Grove Road entry Left Right	U	N/A	N/A	D	1	35	-	379	1764:1764	542	70.0%	

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	-	-	0	0	0	16.2	5.1	0.0	21.4	-	-	-	-
J1: A2030 Eastern Road / Fitzherbert Road signalised junction	-	-	0	0	0	4.0	2.0	0.0	6.0	-	-	-	-
1/1	228	228	-	-	-	0.3	0.1	-	0.4	6.5	2.3	0.1	2.4
1/2	3	3	-	-	-	0.0	0.0	-	0.0	27.9	0.1	0.0	0.1
2/1	23	23	-	-	-	0.1	0.0	-	0.1	13.3	0.2	0.0	0.2
2/2	367	367	-	-	-	0.6	0.8	-	1.5	14.4	10.2	0.8	11.0
3/1	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	237	237	-	-	-	3.0	1.0	-	4.0	61.2	7.3	1.0	8.3
4/2	1	1	-	-	-	0.0	0.0	-	0.0	45.6	0.0	0.0	0.0
5/1	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2030 Eastern Road / Grove Road signalised junction	-	-	0	0	0	12.2	3.1	0.0	15.3	-	-	-	-
1/1	464	464	-	-	-	1.3	0.3	-	1.6	12.5	5.5	0.3	5.8
1/2	2	2	-	-	-	0.0	0.0	-	0.0	36.3	0.0	0.0	0.0
2/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	464	464	-	-	-	4.1	1.1	-	5.2	40.6	13.0	1.1	14.2
3/2	362	362	-	-	-	2.9	0.5	-	3.4	33.9	9.3	0.5	9.8
4/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	379	379	-	-	-	3.9	1.1	-	5.1	48.1	11.0	1.1	12.1

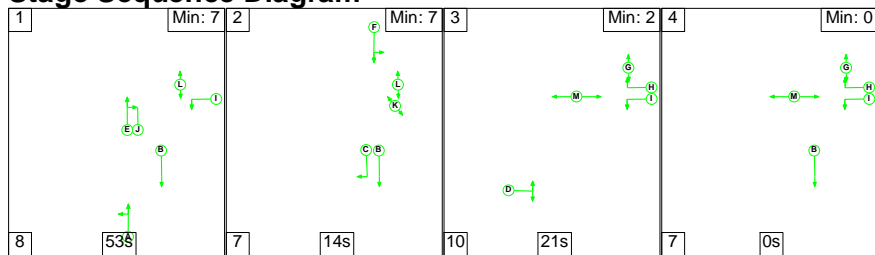
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	28.6	Total Delay for Signalled Lanes (pcuHr):	21.35	Cycle Time (s):	120
	PRC Over All Lanes (%):	28.6	Total Delay Over All Lanes(pcuHr):	21.35		

Full Input Data And Results

Scenario 4: 'EMM - DS1 PM' (FG4: 'EMM - DS1 PM', Plan 1: 'Network Control Plan 1')

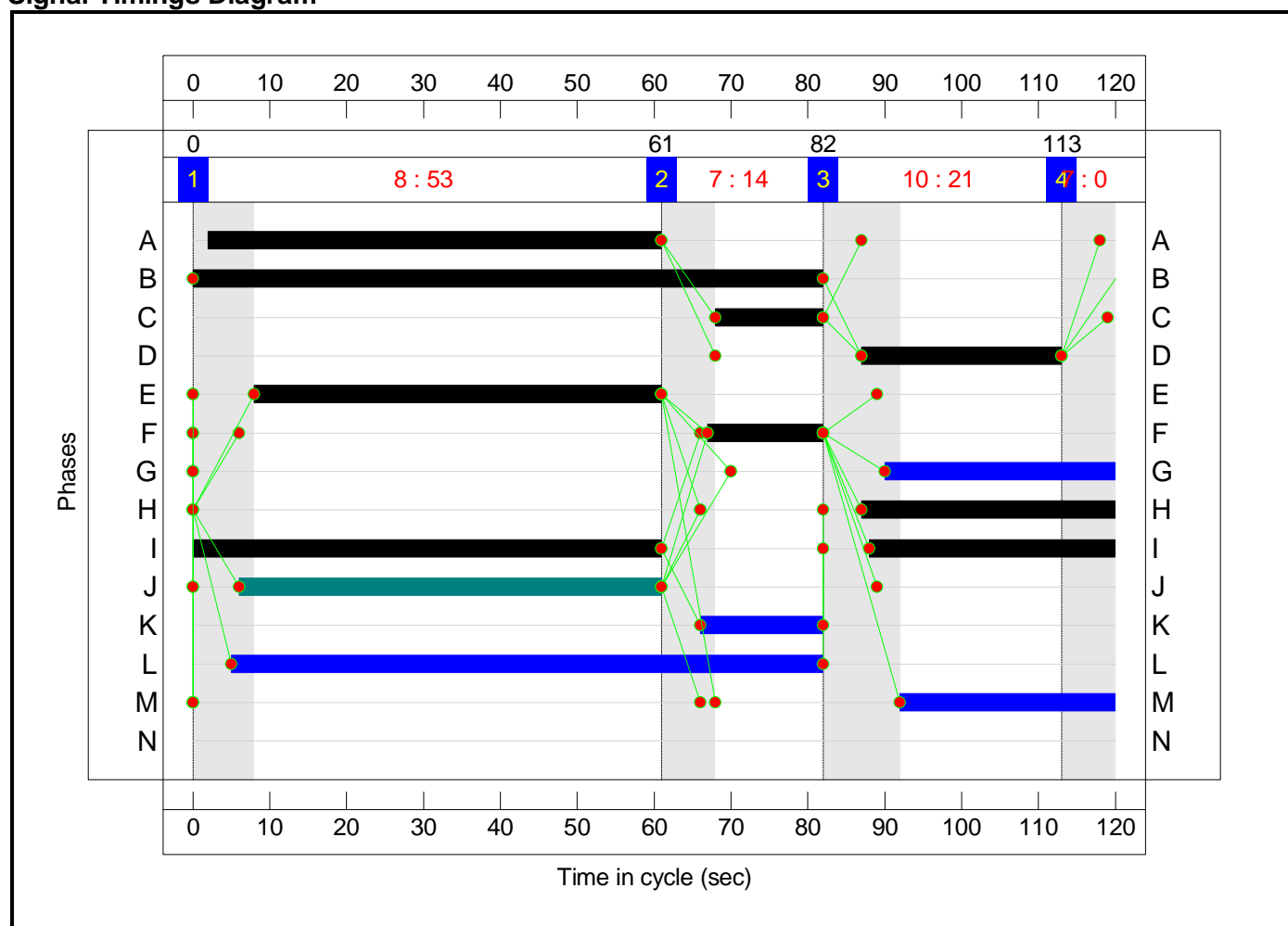
Stage Sequence Diagram



Stage Timings

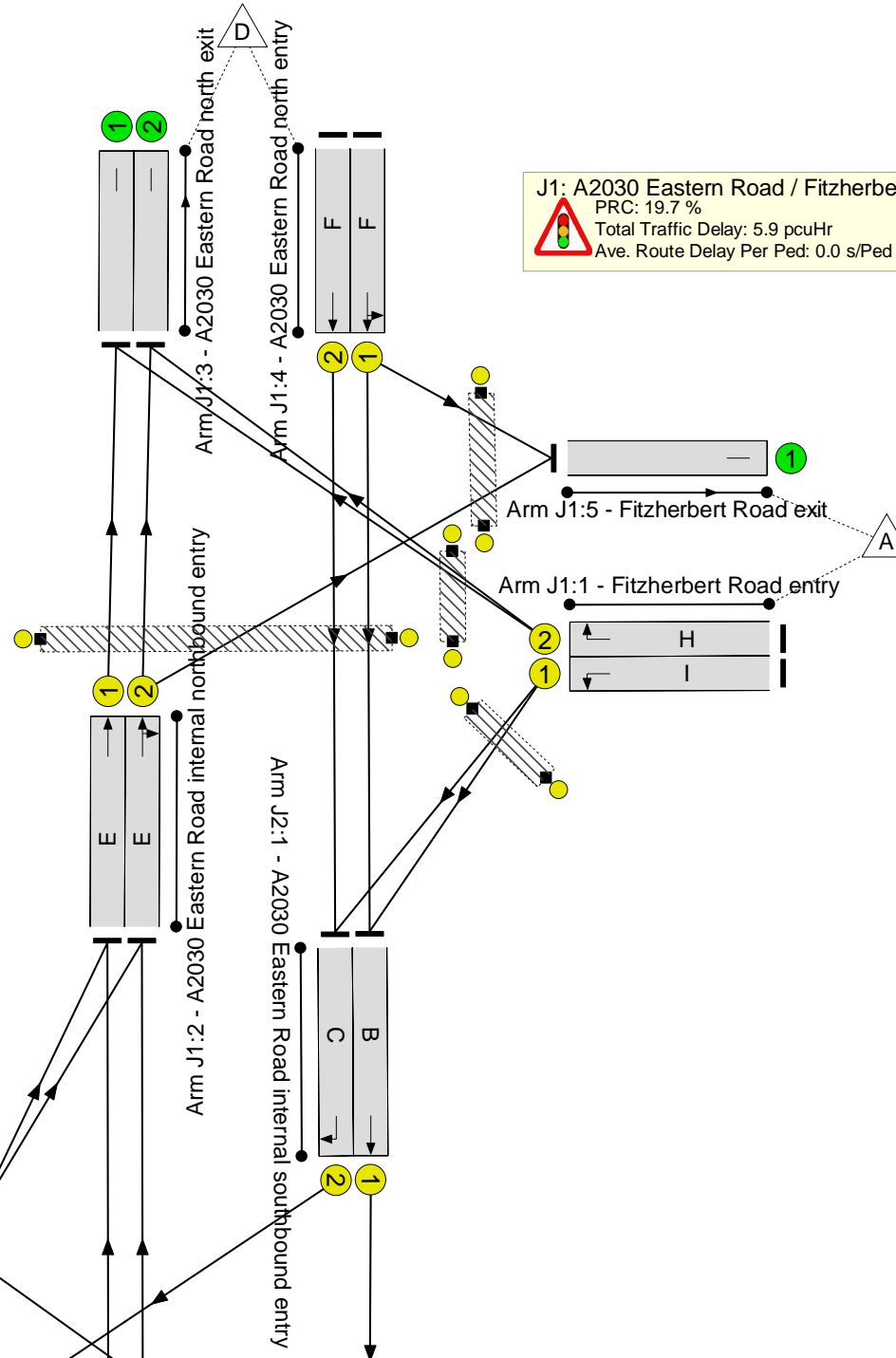
Stage	1	2	3	4
Duration	53	14	21	0
Change Point	0	61	82	113

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



J1: A2030 Eastern Road / Fitzherbert Road signalised junction
 PRC: 19.7 %
 Total Traffic Delay: 5.9 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped

J2: A2030 Eastern Road / Grove Road signalised junction
 PRC: 19.5 %
 Total Traffic Delay: 15.5 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	-	-	N/A	-	-		-	-	-	-	-	-	75.3%
J1: A2030 Eastern Road / Fitzherbert Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	75.2%
1/1	Fitzherbert Road entry Left	U	N/A	N/A	I		1	93	-	255	1860	1457	17.5%
1/2	Fitzherbert Road entry Right	U	N/A	N/A	H		1	33	-	3	1747	495	0.6%
2/1	A2030 Eastern Road internal northbound entry Ahead	U	N/A	N/A	E		1	53	-	5	1915	862	0.6%
2/2	A2030 Eastern Road internal northbound entry Ahead Right	U	N/A	N/A	E		1	53	-	480	1822	820	58.5%
3/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
3/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
4/1	A2030 Eastern Road north entry Left Ahead	U	N/A	N/A	F		1	15	-	192	1915	255	75.2%
4/2	A2030 Eastern Road north entry Ahead	U	N/A	N/A	F		1	15	-	1	1915	255	0.4%
5/1	Fitzherbert Road exit	U	N/A	N/A	-		-	-	-	196	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	30	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	77	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	16	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	M		1	28	-	0	-	0	0.0%

Full Input Data And Results

J2: A2030 Eastern Road / Grove Road signalised junction	-	-	N/A	-	-	-	-	-	-	-	-	-	75.3%
1/1	A2030 Eastern Road internal southbound entry Ahead	U	N/A	N/A	B	1	82	-	446	1915	1325	33.7%	
1/2	A2030 Eastern Road internal southbound entry Right	U	N/A	N/A	C	1	14	-	2	1702	213	0.9%	
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-	-	-	-	737	Inf	Inf	0.0%	
3/1	A2030 Eastern Road south entry Ahead Left	U	N/A	N/A	A	1	59	-	666	1768	884	75.3%	
3/2	A2030 Eastern Road south entry Ahead	U	N/A	N/A	A	1	59	-	477	1915	957	49.8%	
4/1	Grove Road exit	U	N/A	N/A	-	-	-	-	668	Inf	Inf	0.0%	
5/2+5/1	Grove Road entry Left Right	U	N/A	N/A	D	1	26	-	299	1764:1764	408	73.3%	

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	-	-	0	0	0	15.5	5.9	0.0	21.4	-	-	-	-
J1: A2030 Eastern Road / Fitzherbert Road signalised junction	-	-	0	0	0	3.6	2.3	0.0	5.9	-	-	-	-
1/1	255	255	-	-	-	0.2	0.1	-	0.3	4.8	2.1	0.1	2.2
1/2	3	3	-	-	-	0.0	0.0	-	0.0	34.8	0.1	0.0	0.1
2/1	5	5	-	-	-	0.0	0.0	-	0.0	28.1	0.2	0.0	0.2
2/2	480	480	-	-	-	0.7	0.7	-	1.4	10.2	11.8	0.7	12.5
3/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	192	192	-	-	-	2.7	1.4	-	4.1	77.3	6.1	1.4	7.6
4/2	1	1	-	-	-	0.0	0.0	-	0.0	52.6	0.0	0.0	0.0
5/1	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2030 Eastern Road / Grove Road signalised junction	-	-	0	0	0	11.9	3.6	0.0	15.5	-	-	-	-
1/1	446	446	-	-	-	1.2	0.3	-	1.5	11.7	5.9	0.3	6.1
1/2	2	2	-	-	-	0.0	0.0	-	0.0	40.0	0.0	0.0	0.0
2/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	666	666	-	-	-	4.5	1.5	-	6.0	32.2	17.8	1.5	19.3
3/2	477	477	-	-	-	2.6	0.5	-	3.1	23.7	10.5	0.5	11.0
4/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	299	299	-	-	-	3.6	1.3	-	4.9	59.3	9.0	1.3	10.4

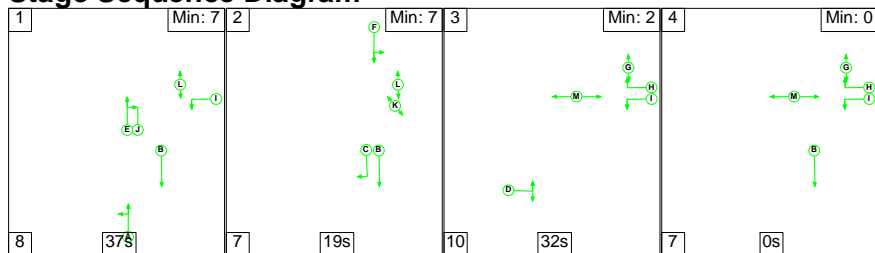
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	19.5	Total Delay for Signalled Lanes (pcuHr):	21.40	Cycle Time (s):	120
	PRC Over All Lanes (%):	19.5	Total Delay Over All Lanes(pcuHr):	21.40		

Full Input Data And Results

Scenario 5: 'EML - DS2 AM' (FG5: 'EML - DS2 AM', Plan 1: 'Network Control Plan 1')

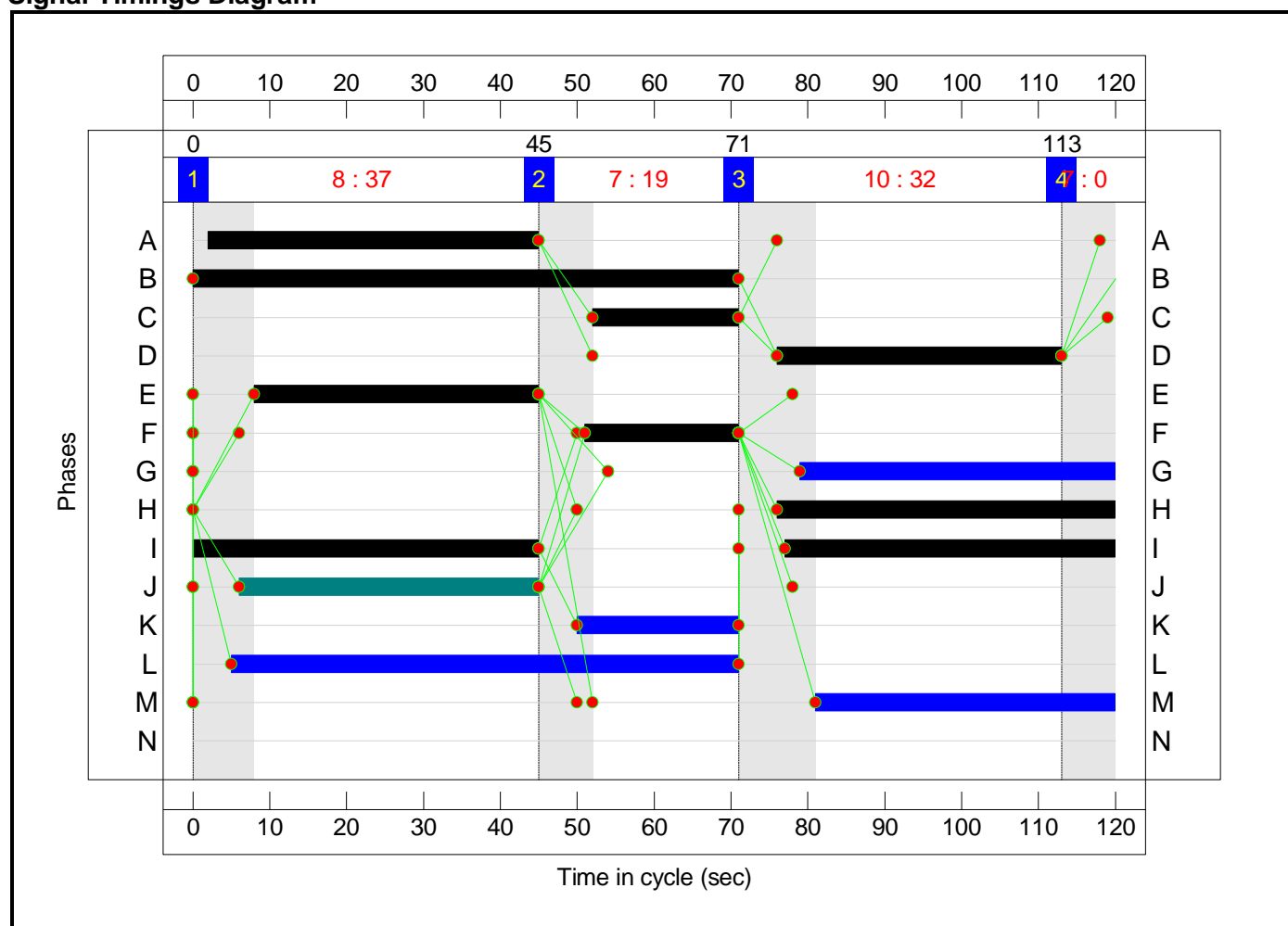
Stage Sequence Diagram



Stage Timings

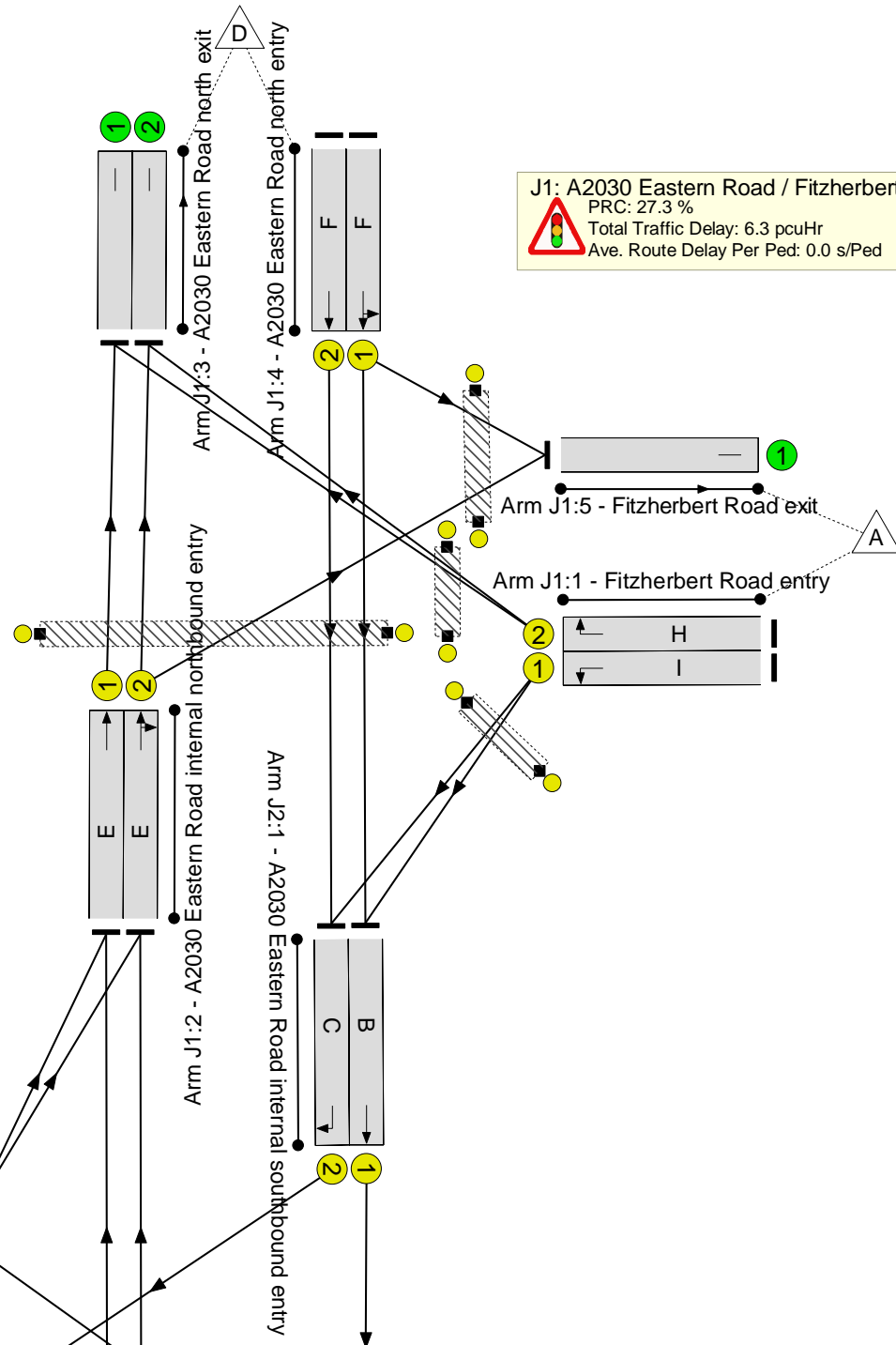
Stage	1	2	3	4
Duration	37	19	32	0
Change Point	0	45	71	113

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



J1: A2030 Eastern Road / Fitzherbert Road signalised junction
PRC: 27.3 %
Total Traffic Delay: 6.3 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped

J2: A2030 Eastern Road / Grove Road signalised junction
PRC: 23.8 %
Total Traffic Delay: 16.3 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	-	-	N/A	-	-		-	-	-	-	-	-	72.7%
J1: A2030 Eastern Road / Fitzherbert Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	70.7%
1/1	Fitzherbert Road entry Left	U	N/A	N/A	I		1	88	-	228	1860	1380	16.5%
1/2	Fitzherbert Road entry Right	U	N/A	N/A	H		1	44	-	3	1747	655	0.5%
2/1	A2030 Eastern Road internal northbound entry Ahead	U	N/A	N/A	E		1	37	-	25	1915	606	4.1%
2/2	A2030 Eastern Road internal northbound entry Ahead Right	U	N/A	N/A	E		1	37	-	369	1789	567	65.1%
3/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
3/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	163	Inf	Inf	0.0%
4/1	A2030 Eastern Road north entry Left Ahead	U	N/A	N/A	F		1	20	-	237	1915	335	70.7%
4/2	A2030 Eastern Road north entry Ahead	U	N/A	N/A	F		1	20	-	1	1915	335	0.3%
5/1	Fitzherbert Road exit	U	N/A	N/A	-		-	-	-	208	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	41	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	66	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	21	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	M		1	39	-	0	-	0	0.0%

Full Input Data And Results

J2: A2030 Eastern Road / Grove Road signalised junction	-	-	N/A	-	-	-	-	-	-	-	-	-	72.7%
1/1	A2030 Eastern Road internal southbound entry Ahead	U	N/A	N/A	B	1	71	-	464	1915	1149	40.4%	
1/2	A2030 Eastern Road internal southbound entry Right	U	N/A	N/A	C	1	19	-	2	1702	284	0.7%	
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-	-	-	-	869	Inf	Inf	0.0%	
3/1	A2030 Eastern Road south entry Ahead Left	U	N/A	N/A	A	1	43	-	465	1774	650	71.5%	
3/2	A2030 Eastern Road south entry Ahead	U	N/A	N/A	A	1	43	-	364	1915	702	51.8%	
4/1	Grove Road exit	U	N/A	N/A	-	-	-	-	447	Inf	Inf	0.0%	
5/2+5/1	Grove Road entry Left Right	U	N/A	N/A	D	1	37	-	415	1764:1764	571	72.7%	

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	16.9	5.7	0.0	22.6	-	-	-	-
J1: A2030 Eastern Road / Fitzherbert Road signalised junction	-	-	0	0	0	4.1	2.2	0.0	6.3	-	-	-	-
1/1	228	228	-	-	-	0.3	0.1	-	0.4	6.1	2.2	0.1	2.3
1/2	3	3	-	-	-	0.0	0.0	-	0.0	26.5	0.1	0.0	0.1
2/1	25	25	-	-	-	0.1	0.0	-	0.1	13.2	0.2	0.0	0.2
2/2	369	369	-	-	-	0.6	0.9	-	1.6	15.2	10.5	0.9	11.4
3/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	237	237	-	-	-	3.1	1.2	-	4.2	64.5	7.4	1.2	8.6
4/2	1	1	-	-	-	0.0	0.0	-	0.0	46.6	0.0	0.0	0.0
5/1	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2030 Eastern Road / Grove Road signalised junction	-	-	0	0	0	12.8	3.4	0.0	16.3	-	-	-	-
1/1	464	464	-	-	-	1.4	0.3	-	1.8	13.6	5.6	0.3	6.0
1/2	2	2	-	-	-	0.0	0.0	-	0.0	36.7	0.0	0.0	0.0
2/1	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	465	465	-	-	-	4.2	1.2	-	5.4	42.2	13.2	1.2	14.4
3/2	364	364	-	-	-	3.0	0.5	-	3.5	35.0	9.4	0.5	9.9
4/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	415	415	-	-	-	4.2	1.3	-	5.5	47.7	12.1	1.3	13.4

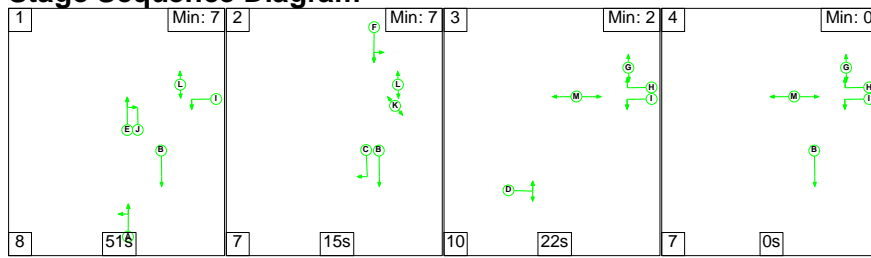
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	23.8	Total Delay for Signalled Lanes (pcuHr):	22.58	Cycle Time (s):	120
	PRC Over All Lanes (%):	23.8	Total Delay Over All Lanes(pcuHr):	22.58		

Full Input Data And Results

Scenario 6: 'EML - DS2 PM' (FG6: 'EML - DS2 PM', Plan 1: 'Network Control Plan 1')

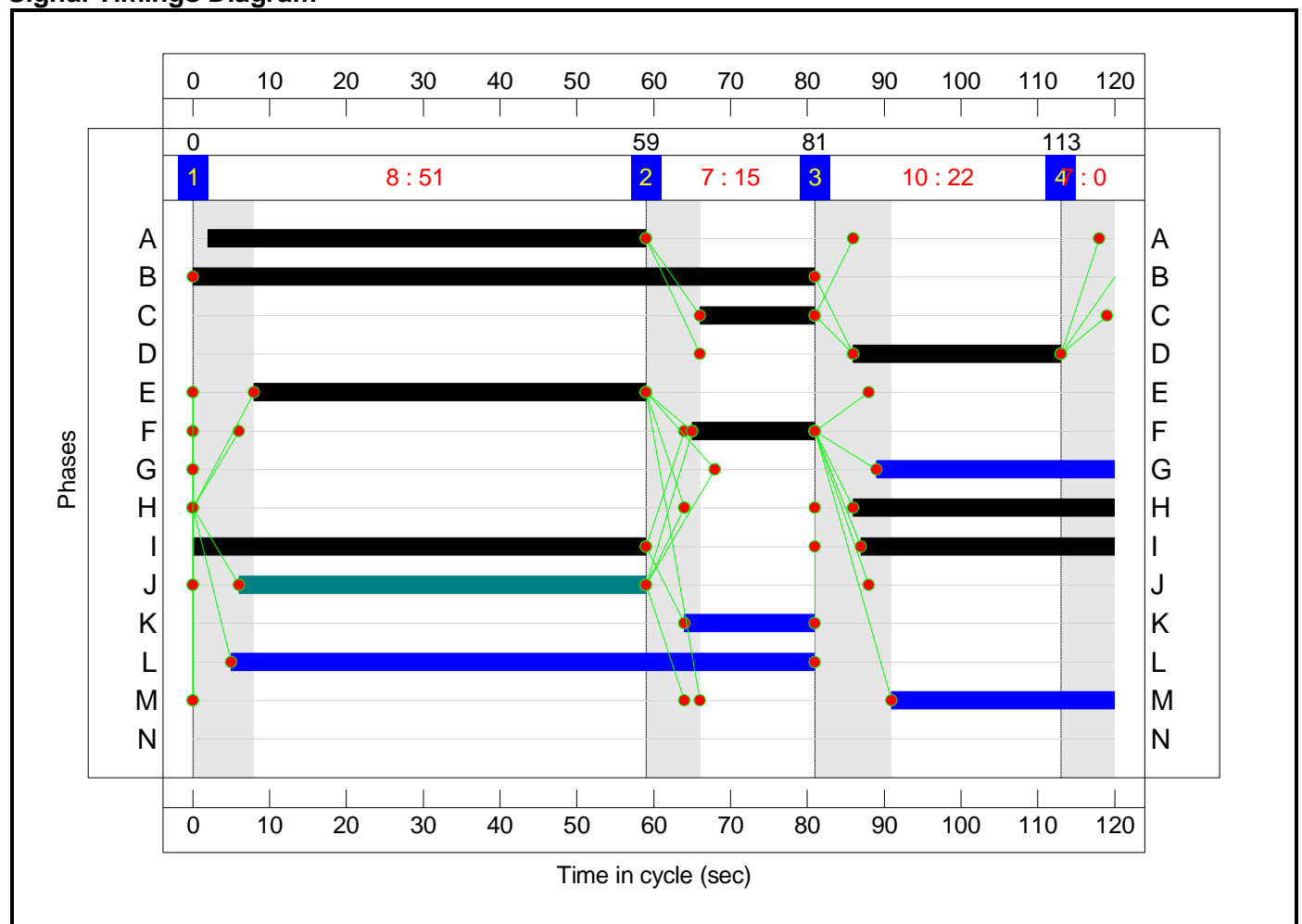
Stage Sequence Diagram



Stage Timings

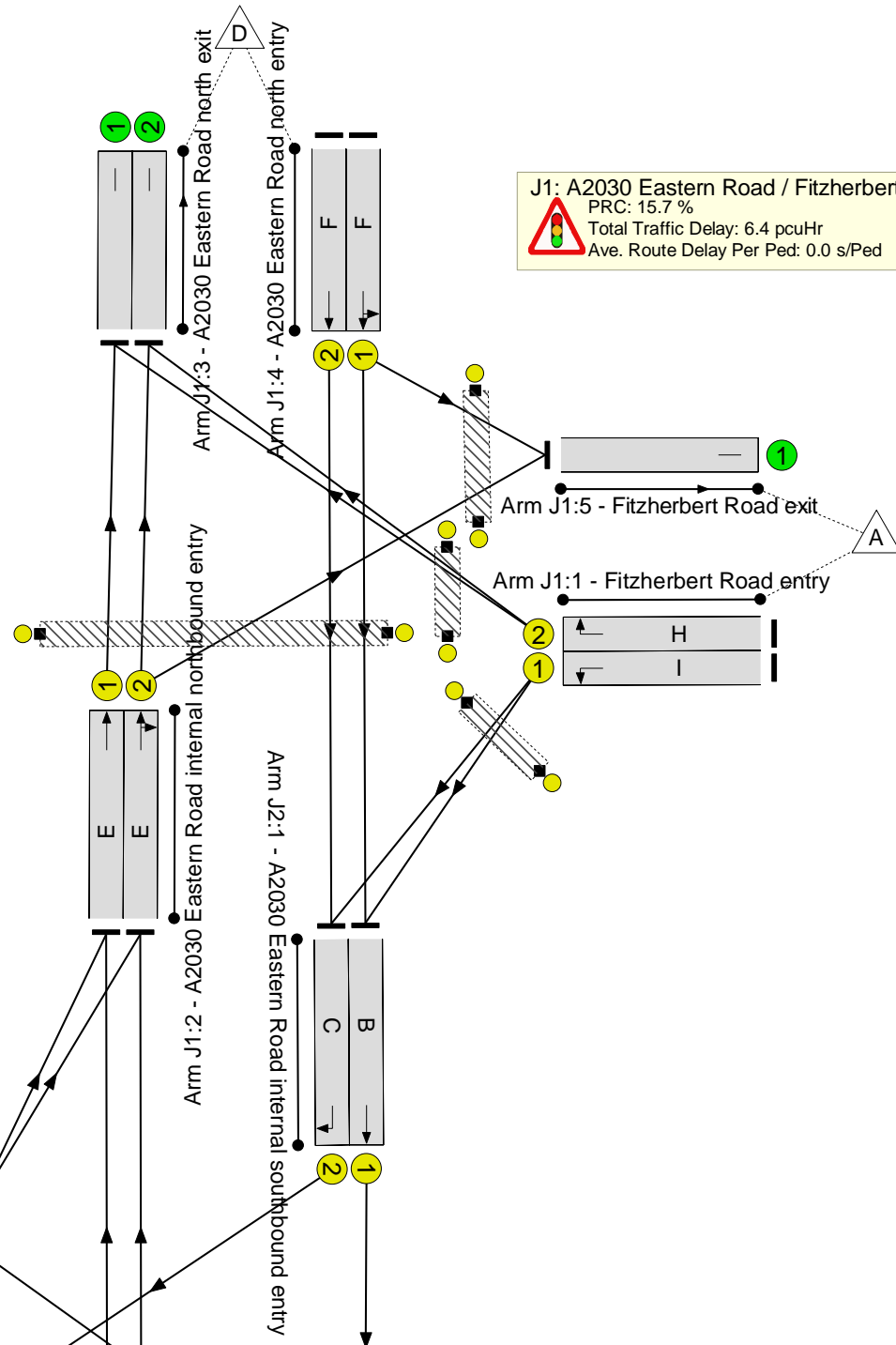
Stage	1	2	3	4
Duration	51	15	22	0
Change Point	0	59	81	113

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



J1: A2030 Eastern Road / Fitzherbert Road signalised junction
 PRC: 15.7 %
 Total Traffic Delay: 6.4 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped

J2: A2030 Eastern Road / Grove Road signalised junction
 PRC: 14.3 %
 Total Traffic Delay: 17.1 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	-	-	N/A	-	-		-	-	-	-	-	-	78.7%
J1: A2030 Eastern Road / Fitzherbert Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	77.8%
1/1	Fitzherbert Road entry Left	U	N/A	N/A	I		1	92	-	255	1860	1442	17.7%
1/2	Fitzherbert Road entry Right	U	N/A	N/A	H		1	34	-	3	1747	510	0.6%
2/1	A2030 Eastern Road internal northbound entry Ahead	U	N/A	N/A	E		1	51	-	1	1915	830	0.1%
2/2	A2030 Eastern Road internal northbound entry Ahead Right	U	N/A	N/A	E		1	51	-	484	1823	790	61.3%
3/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
3/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
4/1	A2030 Eastern Road north entry Left Ahead	U	N/A	N/A	F		1	16	-	211	1915	271	77.8%
4/2	A2030 Eastern Road north entry Ahead	U	N/A	N/A	F		1	16	-	1	1915	271	0.4%
5/1	Fitzherbert Road exit	U	N/A	N/A	-		-	-	-	196	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	76	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	17	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	M		1	29	-	0	-	0	0.0%

Full Input Data And Results

J2: A2030 Eastern Road / Grove Road signalised junction	-	-	N/A	-	-	-	-	-	-	-	-	-	78.7%
1/1	A2030 Eastern Road internal southbound entry Ahead	U	N/A	N/A	B	1	81	-	465	1915	1309	35.5%	
1/2	A2030 Eastern Road internal southbound entry Right	U	N/A	N/A	C	1	15	-	2	1702	227	0.9%	
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-	-	-	-	789	Inf	Inf	0.0%	
3/1	A2030 Eastern Road south entry Ahead Left	U	N/A	N/A	A	1	57	-	663	1768	855	77.6%	
3/2	A2030 Eastern Road south entry Ahead	U	N/A	N/A	A	1	57	-	483	1915	926	52.2%	
4/1	Grove Road exit	U	N/A	N/A	-	-	-	-	665	Inf	Inf	0.0%	
5/2+5/1	Grove Road entry Left Right	U	N/A	N/A	D	1	27	-	326	1764:1764	414	78.7%	

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	16.7	6.9	0.0	23.6	-	-	-	-
J1: A2030 Eastern Road / Fitzherbert Road signalised junction	-	-	0	0	0	3.9	2.6	0.0	6.4	-	-	-	-
1/1	255	255	-	-	-	0.2	0.1	-	0.4	5.0	2.2	0.1	2.3
1/2	3	3	-	-	-	0.0	0.0	-	0.0	34.0	0.1	0.0	0.1
2/1	1	1	-	-	-	0.0	0.0	-	0.0	28.1	0.0	0.0	0.0
2/2	484	484	-	-	-	0.7	0.8	-	1.4	10.8	12.3	0.8	13.1
3/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	211	211	-	-	-	2.9	1.7	-	4.6	78.0	6.7	1.7	8.4
4/2	1	1	-	-	-	0.0	0.0	-	0.0	51.3	0.0	0.0	0.0
5/1	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2030 Eastern Road / Grove Road signalised junction	-	-	0	0	0	12.8	4.3	0.0	17.1	-	-	-	-
1/1	465	465	-	-	-	1.3	0.3	-	1.6	12.3	6.1	0.3	6.4
1/2	2	2	-	-	-	0.0	0.0	-	0.0	39.1	0.0	0.0	0.0
2/1	789	789	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	663	663	-	-	-	4.7	1.7	-	6.4	34.9	18.2	1.7	19.9
3/2	483	483	-	-	-	2.9	0.5	-	3.4	25.5	11.0	0.5	11.5
4/1	665	665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	326	326	-	-	-	3.9	1.8	-	5.7	62.8	10.1	1.8	11.9

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	14.3	Total Delay for Signalled Lanes (pcuHr):	23.56	Cycle Time (s):	120
	PRC Over All Lanes (%):	14.3	Total Delay Over All Lanes(pcuHr):	23.56		

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2019
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Filename: A2030 Eastern Rd_Hayling Ave.j9

Path: \\uk.wspgroup.com\central data\Projects\62100xxx\62100616 - Aquind VO No.3\A DCO\D. EIA\5. WIP\12. Traffic and Transport\Transport Assessment\Analysis & Calcs\PICADY\TA Models and Outputs

Report generation date: 29/10/2019 10:14:47

- »ELM - DM, AM
- »ELM - DM, PM
- »EMM - DS1, AM
- »EMM - DS1, PM
- »EML - DS2, AM
- »EML - DS2, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
ELM - DM								
Stream B-AC	118.4	6018.44	12.85	F	78.8	1568.04	9999999999.00	F
Stream C-AB	0.9	18.60	0.45	C	2.1	17.26	0.61	C
EMM - DS1								
Stream B-AC	87.0	3039.90	3.09	F	47.8	713.81	1.65	F
Stream C-AB	0.6	16.81	0.37	C	0.6	13.41	0.37	B
EML - DS2								
Stream B-AC	97.0	4760.80	4.30	F	90.8	1615.35	9999999999.00	F
Stream C-AB	0.9	17.93	0.44	C	2.6	17.62	0.65	C

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

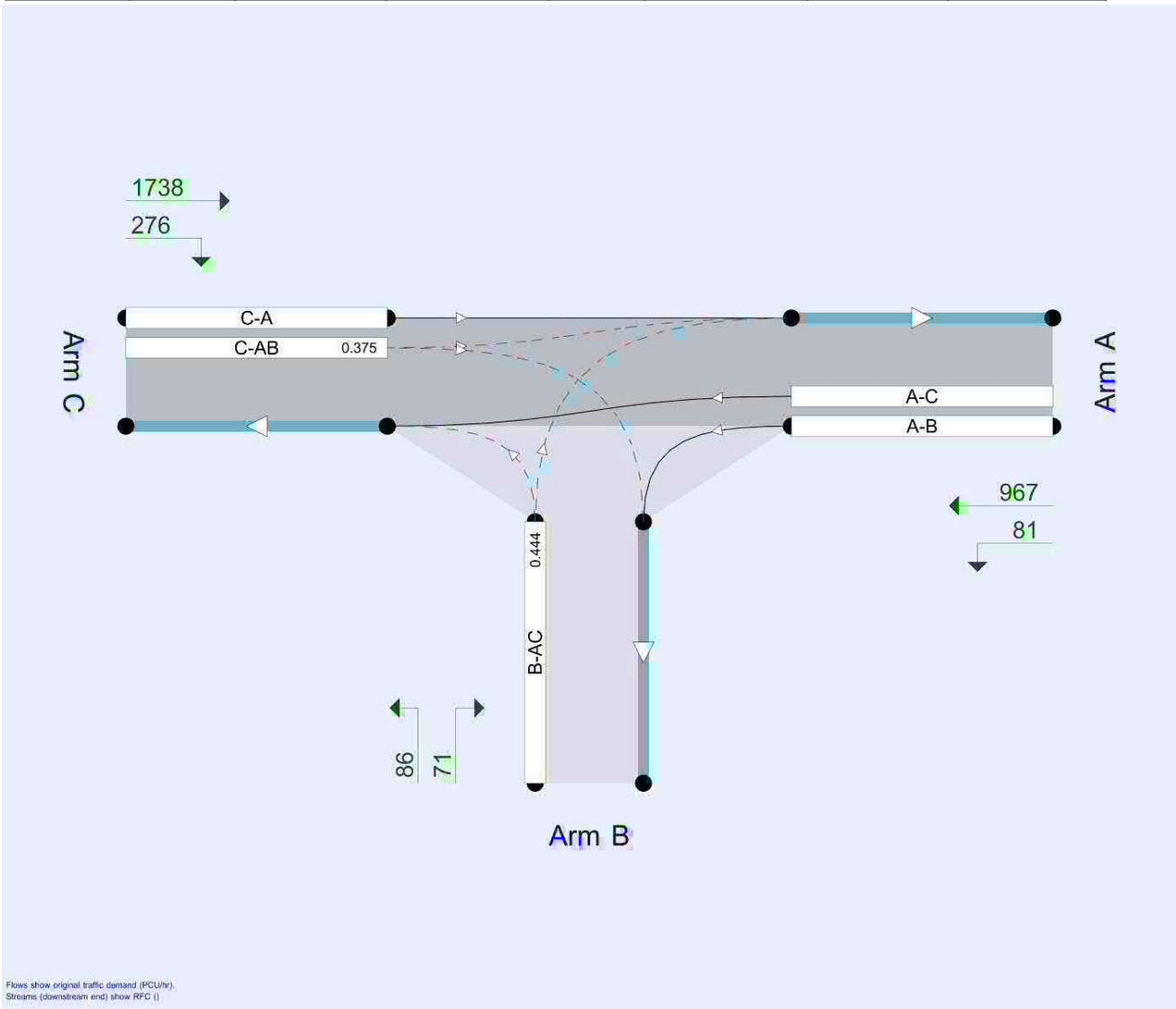
File summary

File Description

Title	A2030 Eastern Road / Hayling Avenue priority T-junction
Location	
Site number	
Date	23/09/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	62100616
Enumerator	CORP\UKAJT009
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	ELM - DM	AM	ONE HOUR	07:45	09:15	15
D2	ELM - DM	PM	ONE HOUR	16:45	18:15	15
D3	EMM - DS1	AM	ONE HOUR	07:45	09:15	15
D4	EMM - DS1	PM	ONE HOUR	16:45	18:15	15
D5	EML - DS2	AM	ONE HOUR	07:45	09:15	15
D6	EML - DS2	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000



ELM - DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	451.25	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A2030 Eastern Road south		Major
B	Hayling Avenue		Minor
C	A2030 Eastern 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	10.00		✓	2.50	250.0	✓	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	4.10	28	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	568	0.085	0.216	0.136	0.308
1	B-C	728	0.092	0.233	-	-
1	C-B	742	0.238	0.238	-	-

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	ELM - DM	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1413	100.000
B		✓	224	100.000
C		✓	1357	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	55	1358
	B	73	0	151
	C	1203	154	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	12.85	6018.44	118.4	F
C-AB	0.45	18.60	0.9	C
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	169	317	0.532	164	1.2	25.147	D
C-AB	116	490	0.237	115	0.3	10.514	B
C-A	906			906			
A-B	41			41			
A-C	1022			1022			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	201	222	0.906	186	5.0	86.980	F
C-AB	139	442	0.314	138	0.5	12.998	B
C-A	1081			1081			
A-B	49			49			
A-C	1221			1221			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	247	21	11.965	21	61.5	6018.441	F
C-AB	178	391	0.455	176	0.9	18.325	C
C-A	1316			1316			
A-B	61			61			
A-C	1495			1495			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	247	19	12.846	19	118.4	2154.856	F
C-AB	178	391	0.455	178	0.9	18.596	C
C-A	1316			1316			
A-B	61			61			
A-C	1495			1495			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	201	221	0.910	219	114.0	1605.421	F
C-AB	139	442	0.314	141	0.5	13.200	B
C-A	1081			1081			
A-B	49			49			
A-C	1221			1221			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	169	317	0.533	314	77.7	1103.220	F
C-AB	116	490	0.237	117	0.3	10.632	B
C-A	906			906			
A-B	41			41			
A-C	1022			1022			

ELM - DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	67.42	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	ELM - DM	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1068	100.000
B		✓	136	100.000
C		✓	2034	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	81	987
	B	70	0	66
	C	1776	258	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	999999999.00	1568.04	78.8	F
C-AB	0.61	17.26	2.1	C
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	102	245	0.419	99	0.8	26.780	D
C-AB	196	556	0.352	193	0.6	10.864	B
C-A	1335			1335			
A-B	61			61			
A-C	743			743			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	122	137	0.894	109	4.0	114.653	F
C-AB	241	535	0.451	240	0.9	13.380	B
C-A	1587			1587			
A-B	73			73			
A-C	887			887			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	150	0	999999999.000	0	41.4	148.112	F
C-AB	368	599	0.614	363	2.0	16.668	C
C-A	1872			1872			
A-B	89			89			
A-C	1087			1087			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	150	0	999999999.000	0	78.8	112.840	F
C-AB	368	599	0.614	367	2.1	17.260	C
C-A	1872			1872			
A-B	89			89			
A-C	1087			1087			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	122	134	0.909	133	76.2	1568.038	F
C-AB	241	535	0.451	246	1.0	13.927	B
C-A	1587			1587			
A-B	73			73			
A-C	887			887			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	102	243	0.421	240	41.9	893.144	F
C-AB	196	556	0.352	197	0.6	11.090	B
C-A	1335			1335			
A-B	61			61			
A-C	743			743			

EMM - DS1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	238.56	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	EMM - DS1	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1436	100.000
B		✓	224	100.000
C		✓	1203	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	55	1381
	B	73	0	151
	C	1081	122	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	3.09	3039.90	87.0	F
C-AB	0.37	16.81	0.6	C
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	169	331	0.510	164	1.1	23.224	C
C-AB	92	486	0.189	91	0.3	10.010	B
C-A	814			814			
A-B	41			41			
A-C	1040			1040			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	201	245	0.820	191	3.6	64.208	F
C-AB	110	436	0.252	109	0.4	12.102	B
C-A	972			972			
A-B	49			49			
A-C	1241			1241			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	247	80	3.064	80	45.3	986.967	F
C-AB	136	372	0.366	135	0.6	16.671	C
C-A	1188			1188			
A-B	61			61			
A-C	1521			1521			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	247	80	3.091	80	87.0	3039.898	F
C-AB	136	372	0.366	136	0.6	16.810	C
C-A	1188			1188			
A-B	61			61			
A-C	1521			1521			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	201	245	0.822	242	76.8	1137.798	F
C-AB	110	436	0.252	111	0.4	12.214	B
C-A	972			972			
A-B	49			49			
A-C	1241			1241			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	169	330	0.510	326	37.6	637.269	F
C-AB	92	486	0.189	92	0.3	10.085	B
C-A	814			814			
A-B	41			41			
A-C	1040			1040			

EMM - DS1, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	52.83	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	EMM - DS1	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1080	100.000
B		✓	207	100.000
C		✓	1549	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	79	1001
	B	74	0	133
	C	1396	153	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.65	713.81	47.8	F
C-AB	0.37	13.41	0.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	156	359	0.435	153	0.8	18.940	C
C-AB	115	549	0.210	114	0.3	9.076	A
C-A	1051			1051			
A-B	59			59			
A-C	754			754			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	186	280	0.665	182	1.9	38.703	E
C-AB	138	513	0.269	137	0.4	10.541	B
C-A	1255			1255			
A-B	71			71			
A-C	900			900			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	228	138	1.649	135	25.2	403.742	F
C-AB	171	466	0.366	170	0.6	13.324	B
C-A	1535			1535			
A-B	87			87			
A-C	1102			1102			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	228	138	1.655	137	47.8	713.815	F
C-AB	171	466	0.366	171	0.6	13.405	B
C-A	1535			1535			
A-B	87			87			
A-C	1102			1102			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	186	279	0.667	273	26.1	471.714	F
C-AB	138	513	0.269	139	0.4	10.617	B
C-A	1255			1255			
A-B	71			71			
A-C	900			900			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	156	358	0.435	257	0.9	80.857	F
C-AB	115	549	0.210	116	0.3	9.144	A
C-A	1051			1051			
A-B	59			59			
A-C	754			754			

EML - DS2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	361.77	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	EML - DS2	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1381	100.000
B		✓	221	100.000
C		✓	1314	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	55	1326
	B	73	0	148
	C	1161	153	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	4.30	4760.80	97.0	F
C-AB	0.44	17.93	0.9	C
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	166	327	0.510	162	1.1	23.511	C
C-AB	115	496	0.233	114	0.3	10.343	B
C-A	874			874			
A-B	41			41			
A-C	998			998			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	199	237	0.839	188	3.8	69.219	F
C-AB	138	449	0.307	137	0.5	12.685	B
C-A	1043			1043			
A-B	49			49			
A-C	1192			1192			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	243	58	4.215	57	50.3	1240.789	F
C-AB	175	396	0.442	173	0.9	17.693	C
C-A	1272			1272			
A-B	61			61			
A-C	1460			1460			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	243	57	4.298	57	97.0	4760.803	F
C-AB	175	396	0.442	175	0.9	17.926	C
C-A	1272			1272			
A-B	61			61			
A-C	1460			1460			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	199	236	0.842	233	88.3	1284.250	F
C-AB	138	449	0.307	140	0.5	12.861	B
C-A	1043			1043			
A-B	49			49			
A-C	1192			1192			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	166	326	0.510	322	49.4	774.218	F
C-AB	115	496	0.233	116	0.3	10.449	B
C-A	874			874			
A-B	41			41			
A-C	998			998			

EML - DS2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	80.56	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	EML - DS2	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1048	100.000
B		✓	157	100.000
C		✓	2014	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	81	967
	B	71	0	86
	C	1738	276	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	999999999.00	1615.35	90.8	F
C-AB	0.65	17.62	2.6	C
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	118	266	0.444	115	0.8	25.659	D
C-AB	210	561	0.375	207	0.7	11.126	B
C-A	1306			1306			
A-B	61			61			
A-C	728			728			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	141	156	0.906	127	4.4	108.281	F
C-AB	262	546	0.479	260	1.0	13.766	B
C-A	1549			1549			
A-B	73			73			
A-C	869			869			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	173	0	999999999.000	0	47.6	167.734	F
C-AB	422	649	0.649	416	2.5	16.842	C
C-A	1796			1796			
A-B	89			89			
A-C	1065			1065			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	173	0	999999999.000	0	90.8	131.433	F
C-AB	422	649	0.649	421	2.6	17.616	C
C-A	1796			1796			
A-B	89			89			
A-C	1065			1065			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	141	153	0.924	151	88.4	1615.353	F
C-AB	262	546	0.479	268	1.1	14.512	B
C-A	1549			1549			
A-B	73			73			
A-C	869			869			

18:00 - 18:15

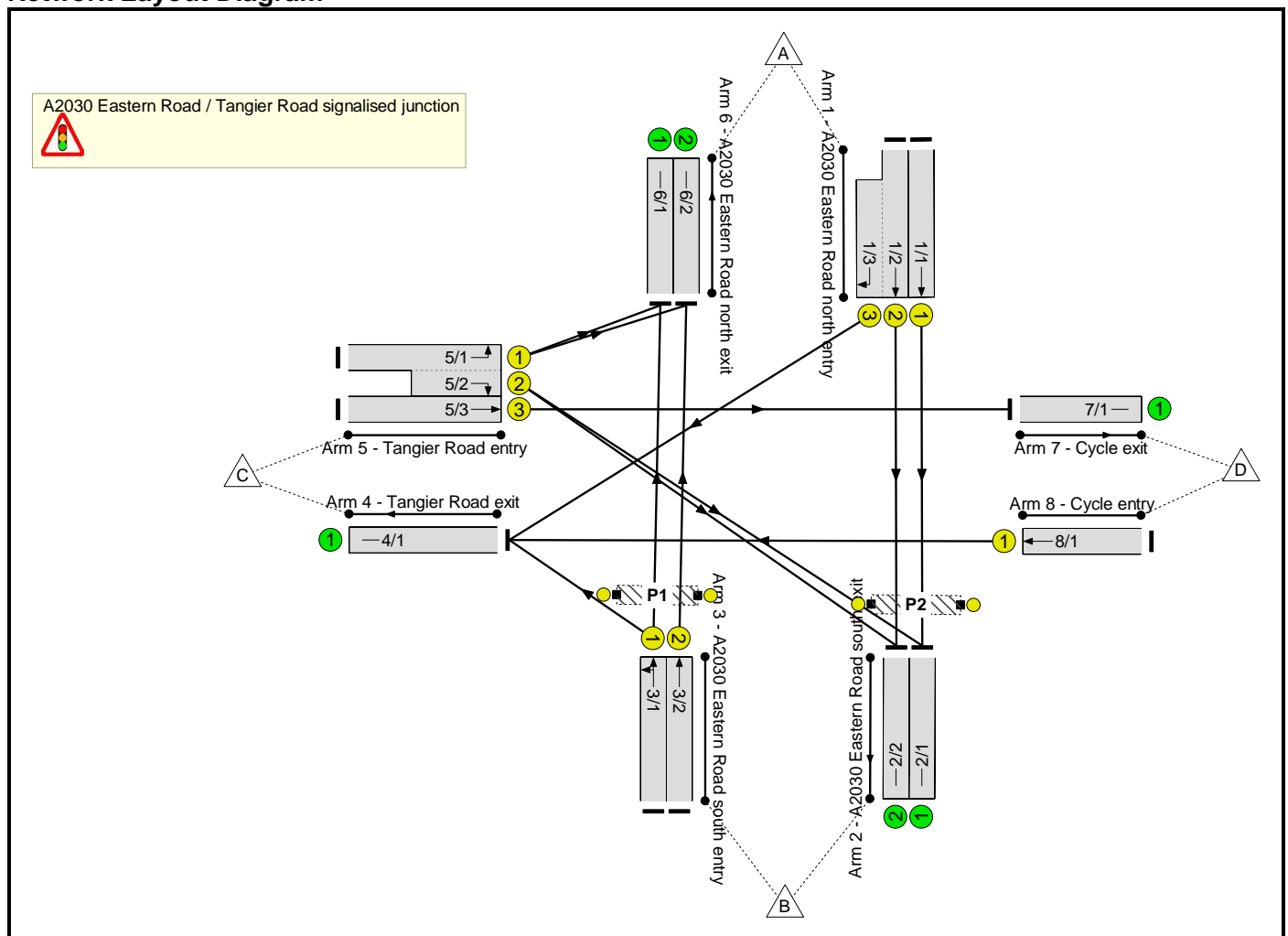
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	118	265	0.447	261	52.6	975.231	F
C-AB	210	561	0.375	212	0.7	11.396	B
C-A	1306			1306			
A-B	61			61			
A-C	728			728			

Full Input Data And Results
Full Input Data And Results

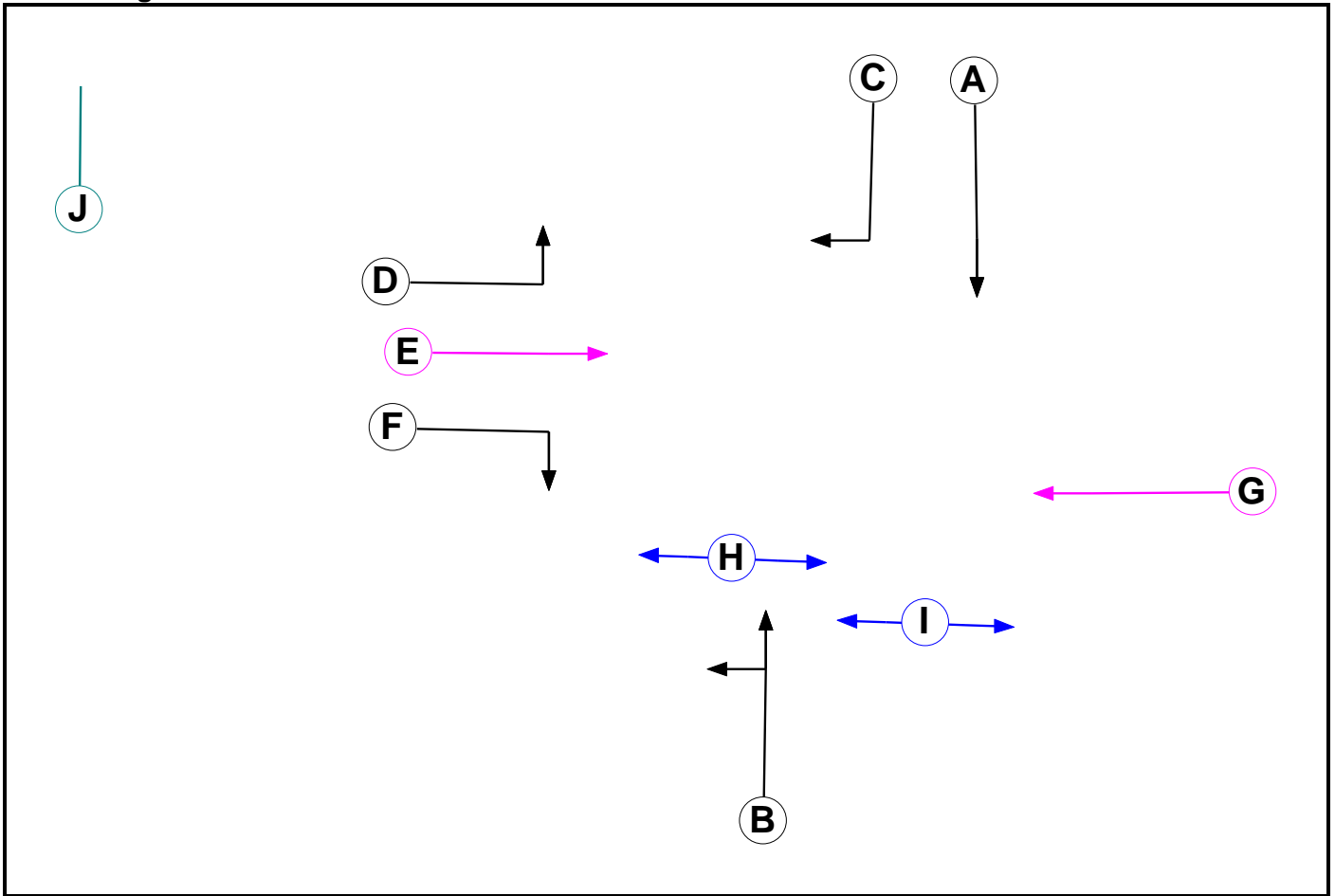
User and Project Details

Project:	
Title:	A2030 Eastern Road / Tangier Road traffic signal junction
Location:	
Additional detail:	
File name:	A2030 Eastern Rd_Tangier Rd.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Cycle		7	7
F	Traffic		7	7
G	Cycle		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7
J	Dummy		3	3

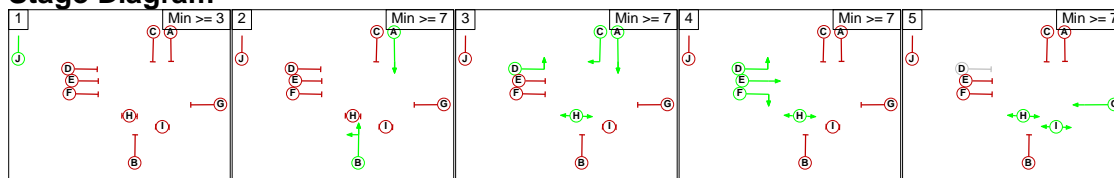
Phase Intergrens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A	-	-	-	7	7	7	-	9	3	
	B	-	-	7	7	7	7	5	-	3	
	C	-	7	-	8	8	8	-	-	3	
	D	-	6	-	-	-	-	-	-	3	
	E	8	8	8	-	-	8	-	-	3	
	F	8	8	8	-	-	-	8	-	10	3
	G	8	8	8	-	8	8	-	-	3	
	H	-	8	-	-	-	-	-	-	3	
	I	8	-	-	-	-	8	-	-	-	3
	J	2	2	2	2	2	2	2	2	2	-

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1	-	2	2	2	2
	2	3	-	7	7	9
	3	3	8	-	8	9
	4	3	8	8	-	10
	5	3	8	8	8	-

Full Input Data And Results

Give-Way Lane Input Data

Junction: A2030 Eastern Road / Tangier Road signalised junction

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: A2030 Eastern Road / Tangier Road signalised junction												
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 (A2030 Eastern Road north entry)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 2 Ahead	Inf
1/2 (A2030 Eastern Road north entry)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 2 Ahead	Inf
1/3 (A2030 Eastern Road north entry)	U	C	2	3	14.8	Geom	-	3.50	0.00	Y	Arm 4 Right	12.00
2/1 (A2030 Eastern Road south exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (A2030 Eastern Road south exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (A2030 Eastern Road south entry)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Left Arm 6 Ahead	12.00 Inf
3/2 (A2030 Eastern Road south entry)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Ahead	Inf
4/1 (Tangier Road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Tangier Road entry)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	10.00
5/2 (Tangier Road entry)	U	F	2	3	5.2	Geom	-	3.50	0.00	Y	Arm 2 Right	10.00
5/3 (Tangier Road entry)	U	E	2	3	17.4	Geom	-	2.00	0.00	Y	Arm 7 Ahead	Inf
6/1 (A2030 Eastern Road north exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (A2030 Eastern Road north exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Cycle exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Cycle entry)	U	G	2	3	60.0	Geom	-	2.00	0.00	Y	Arm 4 Ahead	Inf

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'ELM - DM AM'	08:00	09:00	01:00	
2: 'ELM - DM PM'	17:00	18:00	01:00	
3: 'EMM - DS1 AM'	08:00	09:00	01:00	
4: 'EMM - DS1 PM'	17:00	18:00	01:00	
5: 'EML - DS2 AM'	08:00	09:00	01:00	
6: 'EML - DS2 PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	1354	42	0	1396
	B	1506	0	9	0	1515
	C	131	3	0	0	134
	D	0	0	0	0	0
	Tot.	1637	1357	51	0	3045

Traffic Lane Flows

Lane	Scenario 1: ELM - DM AM
Junction: A2030 Eastern Road / Tangier Road signalised junction	
1/1	680
1/2 (with short)	716(In) 674(Out)
1/3 (short)	42
2/1	682
2/2	675
3/1	757
3/2	758
4/1	51
5/1 (with short)	134(In) 131(Out)
5/2 (short)	3
5/3	0
6/1	814
6/2	823
7/1	0
8/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: A2030 Eastern Road / Tangier Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
1/2 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
1/3 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 4 Right	12.00	100.0 %	1747	1747
2/1 (A2030 Eastern Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2030 Eastern Road south exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 4 Left	12.00	1.2 %	1962	1962
				Arm 6 Ahead	Inf	98.8 %		
3/2 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/1 (Tangier Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Tangier Road entry)	3.50	0.00	Y	Arm 6 Left	10.00	100.0 %	1709	1709
5/2 (Tangier Road entry)	3.50	0.00	Y	Arm 2 Right	10.00	100.0 %	1709	1709
5/3 (Tangier Road entry)	2.00	0.00	Y	Arm 7 Ahead	Inf	0.0 %	1815	1815
6/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Cycle exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Cycle entry)	2.00	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1815	1815

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

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	2031	208	0	2239	
B	1051	0	9	0	1060	
C	189	3	0	0	192	
D	0	0	0	0	0	
Tot.	1240	2034	217	0	3491	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: ELM - DM PM
Junction: A2030 Eastern Road / Tangier Road signalised junction	
1/1	1061
1/2 (with short)	1178(In) 970(Out)
1/3 (short)	208
2/1	1063
2/2	971
3/1	529
3/2	531
4/1	217
5/1 (with short)	192(In) 189(Out)
5/2 (short)	3
5/3	0
6/1	615
6/2	625
7/1	0
8/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: A2030 Eastern Road / Tangier Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
1/2 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
1/3 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 4 Right	12.00	100.0 %	1747	1747
2/1 (A2030 Eastern Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2030 Eastern Road south exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 4 Left	12.00	1.7 %	1961	1961
				Arm 6 Ahead	Inf	98.3 %		
3/2 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/1 (Tangier Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Tangier Road entry)	3.50	0.00	Y	Arm 6 Left	10.00	100.0 %	1709	1709
5/2 (Tangier Road entry)	3.50	0.00	Y	Arm 2 Right	10.00	100.0 %	1709	1709
5/3 (Tangier Road entry)	2.00	0.00	Y	Arm 7 Ahead	Inf	0.0 %	1815	1815
6/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Cycle exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Cycle entry)	2.00	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1815	1815

Scenario 3: 'EMM - DS1 AM' (FG3: 'EMM - DS1 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	1200	35	0	1235	
B	1529	0	9	0	1538	
C	144	3	0	0	147	
D	0	0	0	0	0	
Tot.	1673	1203	44	0	2920	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: EMM - DS1 AM
Junction: A2030 Eastern Road / Tangier Road signalised junction	
1/1	602
1/2 (with short)	633(In) 598(Out)
1/3 (short)	35
2/1	604
2/2	599
3/1	768
3/2	770
4/1	44
5/1 (with short)	147(In) 144(Out)
5/2 (short)	3
5/3	0
6/1	831
6/2	842
7/1	0
8/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: A2030 Eastern Road / Tangier Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
1/2 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
1/3 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 4 Right	12.00	100.0 %	1747	1747
2/1 (A2030 Eastern Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2030 Eastern Road south exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 4 Left	12.00	1.2 %	1962	1962
				Arm 6 Ahead	Inf	98.8 %		
3/2 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/1 (Tangier Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Tangier Road entry)	3.50	0.00	Y	Arm 6 Left	10.00	100.0 %	1709	1709
5/2 (Tangier Road entry)	3.50	0.00	Y	Arm 2 Right	10.00	100.0 %	1709	1709
5/3 (Tangier Road entry)	2.00	0.00	Y	Arm 7 Ahead	Inf	0.0 %	1815	1815
6/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Cycle exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Cycle entry)	2.00	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1815	1815

Scenario 4: 'EMM - DS1 PM' (FG4: 'EMM - DS1 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	1546	57	0	1603	
B	1131	0	9	0	1140	
C	97	3	0	0	100	
D	0	0	0	0	0	
Tot.	1228	1549	66	0	2843	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: EMM - DS1 PM
Junction: A2030 Eastern Road / Tangier Road signalised junction	
1/1	768
1/2 (with short)	835(In) 778(Out)
1/3 (short)	57
2/1	770
2/2	779
3/1	569
3/2	571
4/1	66
5/1 (with short)	100(In) 97(Out)
5/2 (short)	3
5/3	0
6/1	609
6/2	619
7/1	0
8/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: A2030 Eastern Road / Tangier Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
1/2 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
1/3 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 4 Right	12.00	100.0 %	1747	1747
2/1 (A2030 Eastern Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2030 Eastern Road south exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 4 Left	12.00	1.6 %	1961	1961
				Arm 6 Ahead	Inf	98.4 %		
3/2 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/1 (Tangier Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Tangier Road entry)	3.50	0.00	Y	Arm 6 Left	10.00	100.0 %	1709	1709
5/2 (Tangier Road entry)	3.50	0.00	Y	Arm 2 Right	10.00	100.0 %	1709	1709
5/3 (Tangier Road entry)	2.00	0.00	Y	Arm 7 Ahead	Inf	0.0 %	1815	1815
6/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Cycle exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Cycle entry)	2.00	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1815	1815

Scenario 5: 'EML - DS2 AM' (FG5: 'EML - DS2 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	1311	41	0	1352	
B	1472	0	9	0	1481	
C	64	3	0	0	67	
D	0	0	0	0	0	
Tot.	1536	1314	50	0	2900	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: EML - DS2 AM
Junction: A2030 Eastern Road / Tangier Road signalised junction	
1/1	658
1/2 (with short)	694(In) 653(Out)
1/3 (short)	41
2/1	660
2/2	654
3/1	740
3/2	741
4/1	50
5/1 (with short)	67(In) 64(Out)
5/2 (short)	3
5/3	0
6/1	763
6/2	773
7/1	0
8/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: A2030 Eastern Road / Tangier Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
1/2 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
1/3 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 4 Right	12.00	100.0 %	1747	1747
2/1 (A2030 Eastern Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2030 Eastern Road south exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 4 Left	12.00	1.2 %	1962	1962
				Arm 6 Ahead	Inf	98.8 %		
3/2 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/1 (Tangier Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Tangier Road entry)	3.50	0.00	Y	Arm 6 Left	10.00	100.0 %	1709	1709
5/2 (Tangier Road entry)	3.50	0.00	Y	Arm 2 Right	10.00	100.0 %	1709	1709
5/3 (Tangier Road entry)	2.00	0.00	Y	Arm 7 Ahead	Inf	0.0 %	1815	1815
6/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Cycle exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Cycle entry)	2.00	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1815	1815

Scenario 6: 'EML - DS2 PM' (FG6: 'EML - DS2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	2011	193	0	2204	
B	1050	0	9	0	1059	
C	138	3	0	0	141	
D	0	0	0	0	0	
Tot.	1188	2014	202	0	3404	

Full Input Data And Results

Traffic Lane Flows

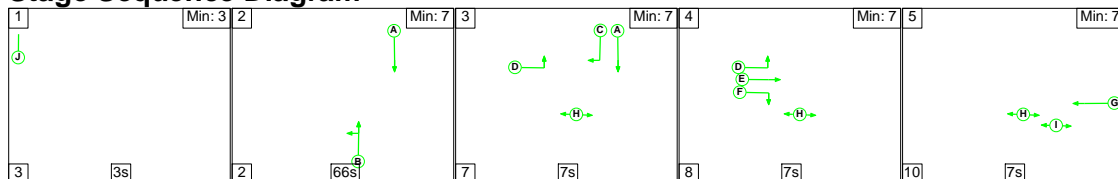
Lane	Scenario 6: EML - DS2 PM
Junction: A2030 Eastern Road / Tangier Road signalised junction	
1/1	1046
1/2 (with short)	1158(In) 965(Out)
1/3 (short)	193
2/1	1048
2/2	966
3/1	529
3/2	530
4/1	202
5/1 (with short)	141(In) 138(Out)
5/2 (short)	3
5/3	0
6/1	589
6/2	599
7/1	0
8/1	0

Lane Saturation Flows

Junction: A2030 Eastern Road / Tangier Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
1/2 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
1/3 (A2030 Eastern Road north entry)	3.50	0.00	Y	Arm 4 Right	12.00	100.0 %	1747	1747
2/1 (A2030 Eastern Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2030 Eastern Road south exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 4 Left	12.00	1.7 %	1961	1961
				Arm 6 Ahead	Inf	98.3 %		
3/2 (A2030 Eastern Road south entry)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/1 (Tangier Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Tangier Road entry)	3.50	0.00	Y	Arm 6 Left	10.00	100.0 %	1709	1709
5/2 (Tangier Road entry)	3.50	0.00	Y	Arm 2 Right	10.00	100.0 %	1709	1709
5/3 (Tangier Road entry)	2.00	0.00	Y	Arm 7 Ahead	Inf	0.0 %	1815	1815
6/1 (A2030 Eastern Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2030 Eastern Road north exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Cycle exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Cycle entry)	2.00	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1815	1815

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

Stage Sequence Diagram

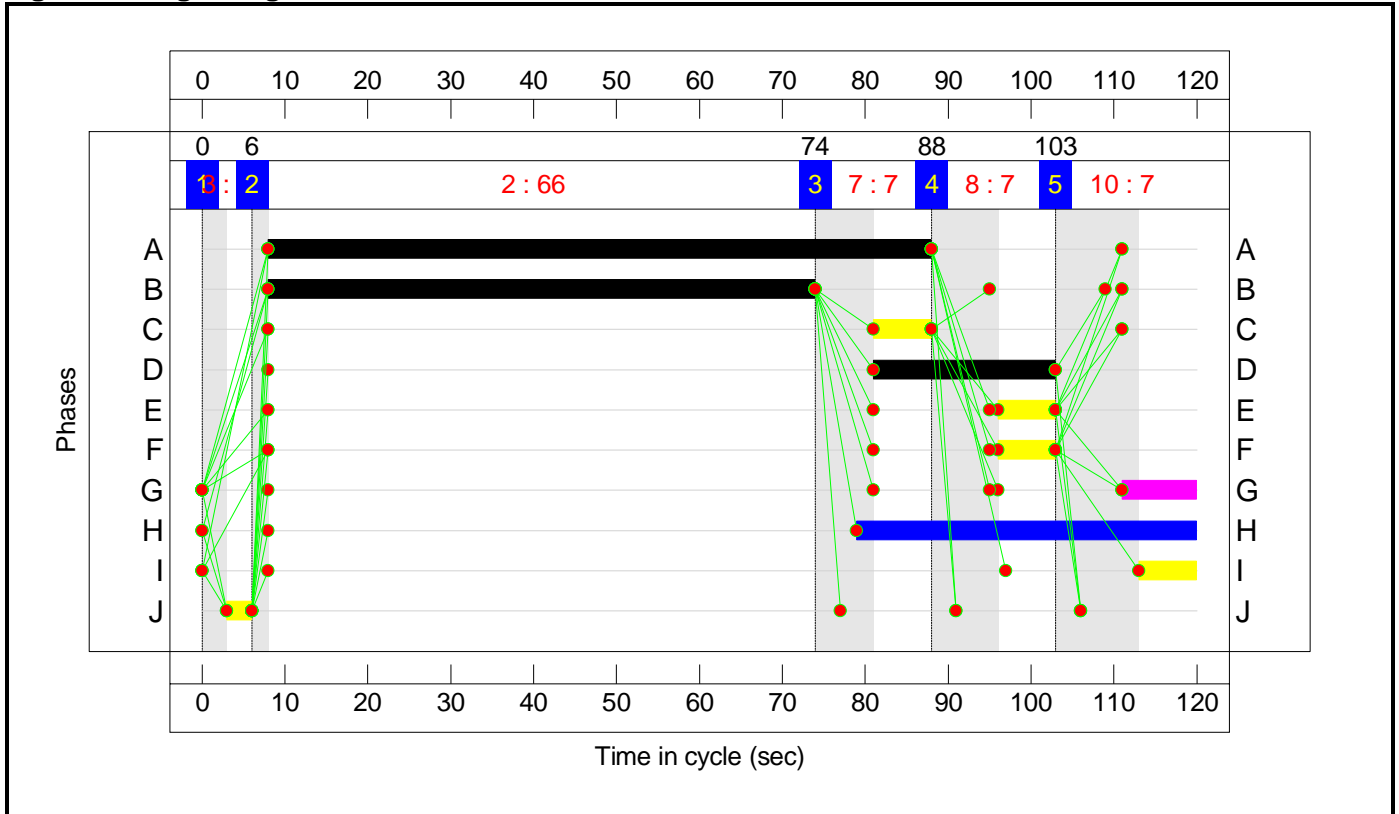


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	5
Duration	3	66	7	7	7
Change Point	0	6	74	88	103

Signal Timings Diagram

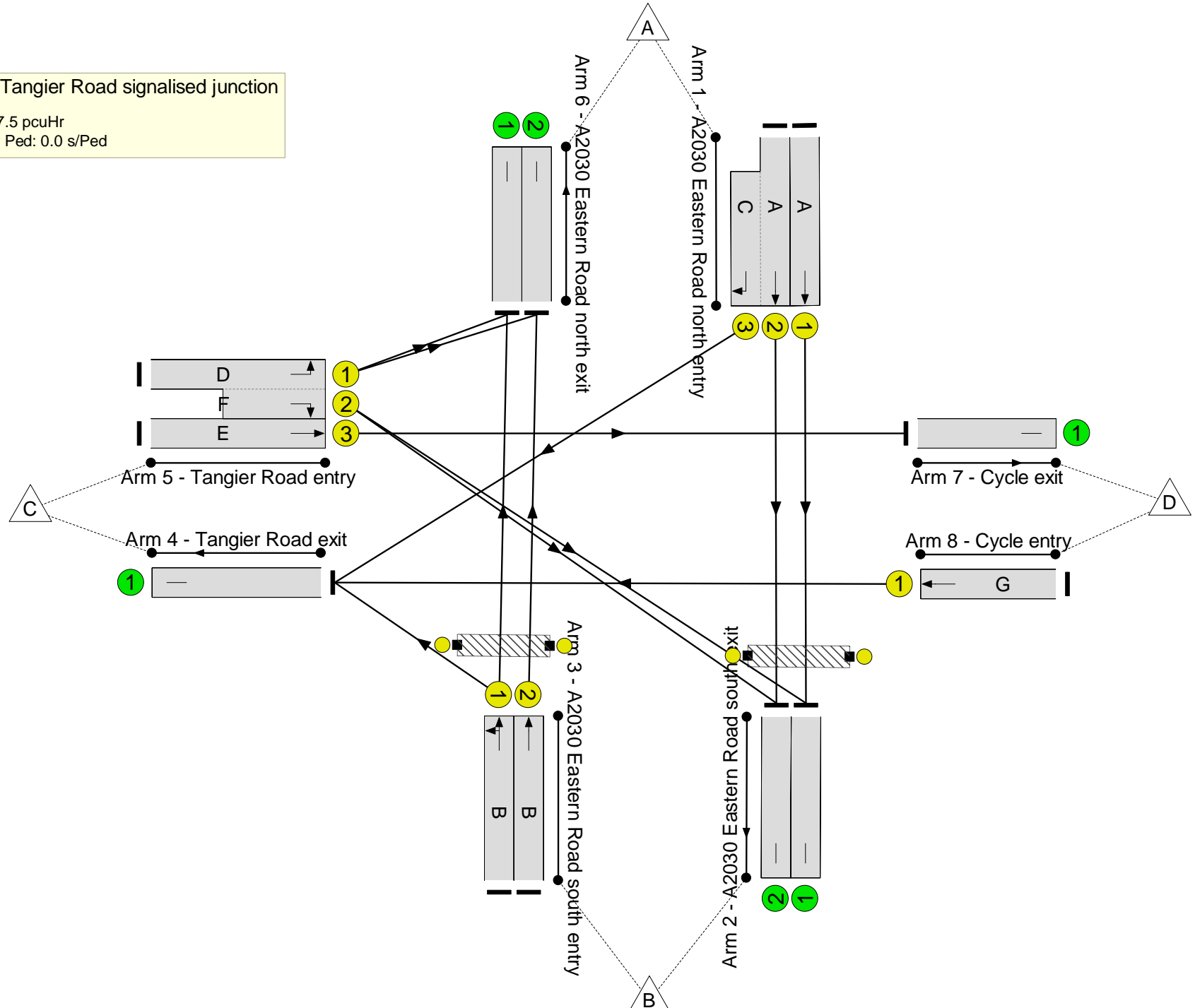


Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Eastern Road / Tangier Road signalised junction

PRC: 30.2 %
 Total Traffic Delay: 17.5 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	-	-		-	-	-	-	-	-	69.1%
A2030 Eastern Road / Tangier Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	69.1%
1/1	A2030 Eastern Road north entry Ahead	U	N/A	N/A	A		1	80	-	680	1965	1326	51.3%
1/2+1/3	A2030 Eastern Road north entry Ahead Right	U	N/A	N/A	A C		1	80:7	-	716	1965:1747	1353	52.9%
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	682	Inf	Inf	0.0%
2/2	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	B		1	66	-	757	1962	1095	69.1%
3/2	A2030 Eastern Road south entry Ahead	U	N/A	N/A	B		1	66	-	758	1965	1097	69.1%
4/1	Tangier Road exit	U	N/A	N/A	-		-	-	-	51	Inf	Inf	0.0%
5/1+5/2	Tangier Road entry Right Left	U	N/A	N/A	D F		1	22:7	-	134	1709:1709	328	40.9%
5/3	Tangier Road entry Ahead	U	N/A	N/A	E		1	7	-	0	1815	121	0.0%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	823	Inf	Inf	0.0%
7/1	Cycle exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
8/1	Cycle entry Ahead	U	N/A	N/A	G		1	9	-	0	1815	151	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	41	-	0	-	0	0.0%

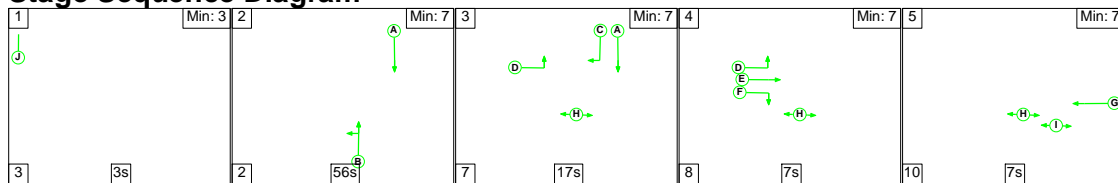
Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	N/A	-	1	1	7	-	0	-	0	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	13.9	3.7	0.0	17.5	-	-	-	-
A2030 Eastern Road / Tangier Road signalised junction	-	-	0	0	0	13.9	3.7	0.0	17.5	-	-	-	-
1/1	680	680	-	-	-	1.8	0.5	-	2.4	12.5	11.1	0.5	11.7
1/2+1/3	716	716	-	-	-	2.4	0.6	-	3.0	15.0	11.0	0.6	11.6
2/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	757	757	-	-	-	4.0	1.1	-	5.1	24.3	18.1	1.1	19.2
3/2	758	758	-	-	-	4.0	1.1	-	5.1	24.3	18.1	1.1	19.2
4/1	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	134	134	-	-	-	1.6	0.3	-	1.9	52.0	3.8	0.3	4.2
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1		PRC for Signalled Lanes (%):		30.2		Total Delay for Signalled Lanes (pcuHr):		17.52		Cycle Time (s): 120			
		PRC Over All Lanes (%):		30.2		Total Delay Over All Lanes(pcuHr):		17.52					

Full Input Data And Results

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

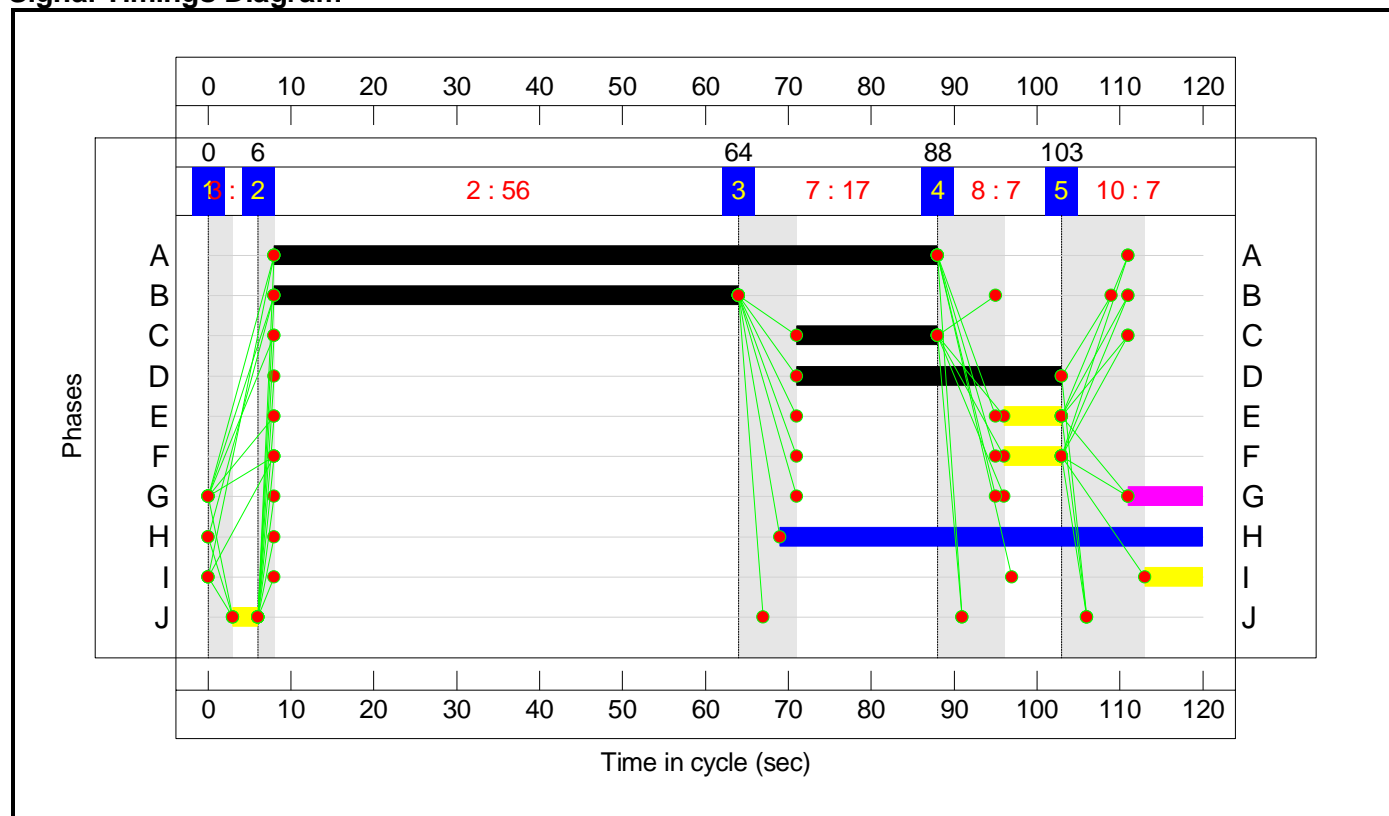
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	3	56	17	7	7
Change Point	0	6	64	88	103

Signal Timings Diagram

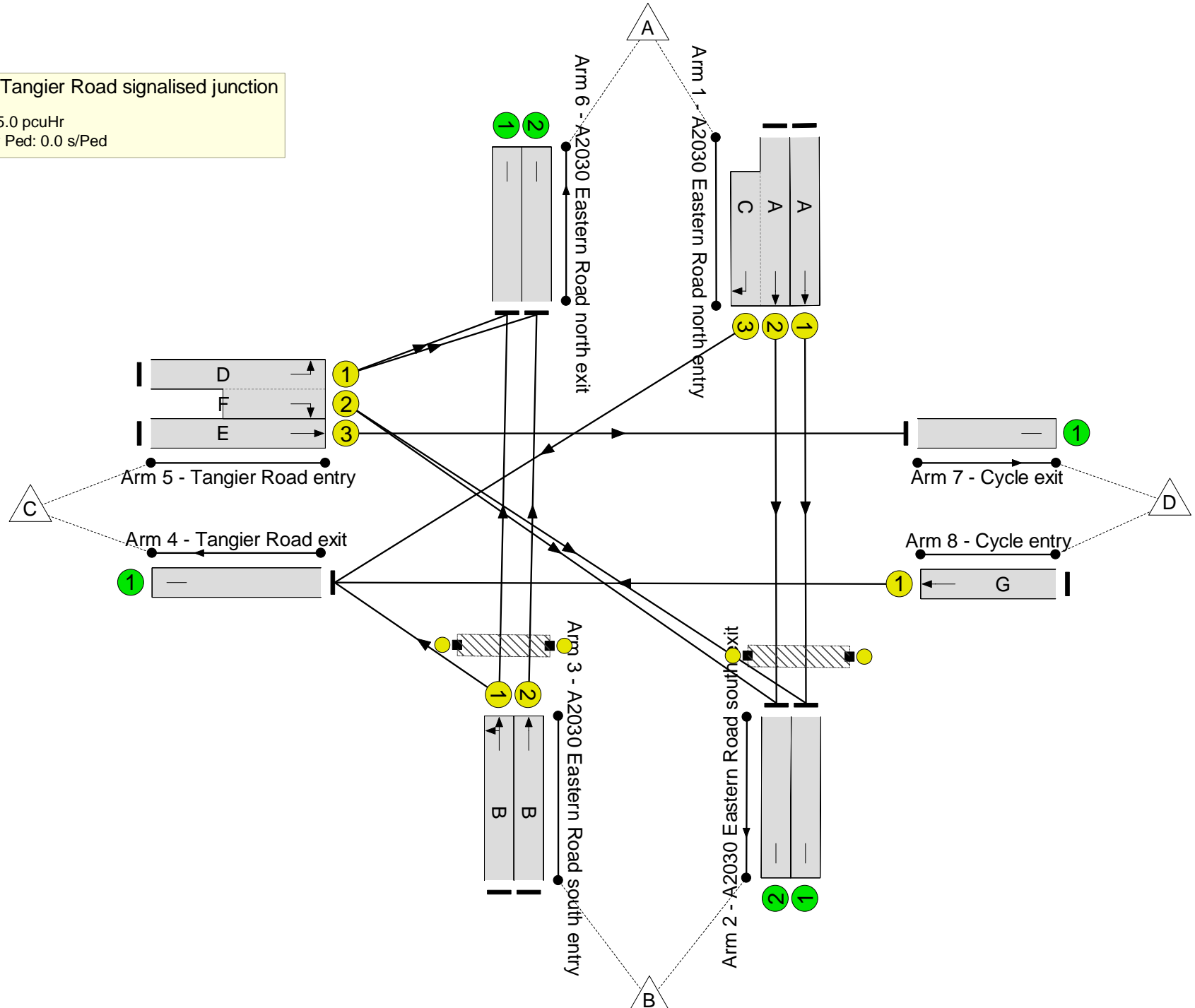


Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Eastern Road / Tangier Road signalised junction

PRC: 7.6 %
 Total Traffic Delay: 25.0 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	-	-		-	-	-	-	-	-	83.7%
A2030 Eastern Road / Tangier Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	83.7%
1/1	A2030 Eastern Road north entry Ahead	U	N/A	N/A	A		1	80	-	1061	1965	1326	80.0%
1/2+1/3	A2030 Eastern Road north entry Ahead Right	U	N/A	N/A	A C		1	80:17	-	1178	1965:1747	1408	83.7%
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	1063	Inf	Inf	0.0%
2/2	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	971	Inf	Inf	0.0%
3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	B		1	56	-	529	1961	931	56.8%
3/2	A2030 Eastern Road south entry Ahead	U	N/A	N/A	B		1	56	-	531	1965	933	56.9%
4/1	Tangier Road exit	U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%
5/1+5/2	Tangier Road entry Right Left	U	N/A	N/A	D F		1	32:7	-	192	1709:1709	469	40.9%
5/3	Tangier Road entry Ahead	U	N/A	N/A	E		1	7	-	0	1815	121	0.0%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	625	Inf	Inf	0.0%
7/1	Cycle exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
8/1	Cycle entry Ahead	U	N/A	N/A	G		1	9	-	0	1815	151	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	51	-	0	-	0	0.0%

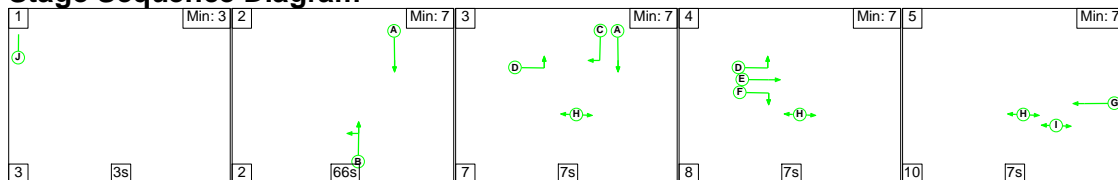
Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	N/A	-	1	7	-	0	-	0	-	0	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	18.9	6.1	0.0	25.0	-	-	-	-
A2030 Eastern Road / Tangier Road signalised junction	-	-	0	0	0	18.9	6.1	0.0	25.0	-	-	-	-
1/1	1061	1061	-	-	-	4.1	2.0	-	6.0	20.5	24.8	2.0	26.7
1/2+1/3	1178	1178	-	-	-	6.3	2.5	-	8.8	26.8	24.0	2.5	26.5
2/1	1063	1063	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	971	971	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	529	529	-	-	-	3.3	0.7	-	4.0	27.1	12.6	0.7	13.3
3/2	531	531	-	-	-	3.3	0.7	-	4.0	27.1	12.7	0.7	13.3
4/1	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	192	192	-	-	-	1.9	0.3	-	2.3	42.2	5.1	0.3	5.4
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1		PRC for Signalled Lanes (%):		7.6		Total Delay for Signalled Lanes (pcuHr):		25.05		Cycle Time (s): 120			
		PRC Over All Lanes (%):		7.6		Total Delay Over All Lanes(pcuHr):		25.05					

Full Input Data And Results

Scenario 3: 'EMM - DS1 AM' (FG3: 'EMM - DS1 AM', Plan 1: 'Network Control Plan 1')

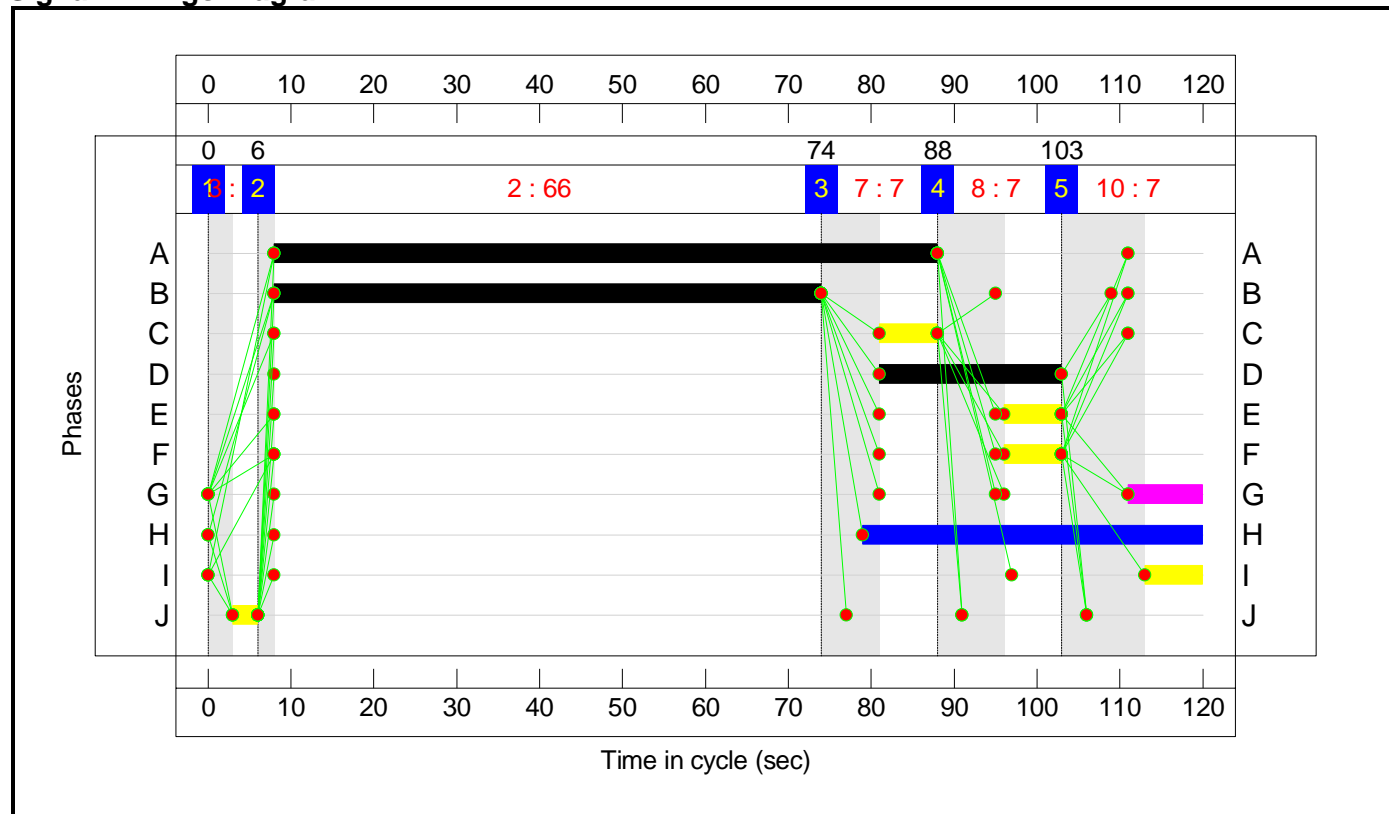
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	3	66	7	7	7
Change Point	0	6	74	88	103

Signal Timings Diagram

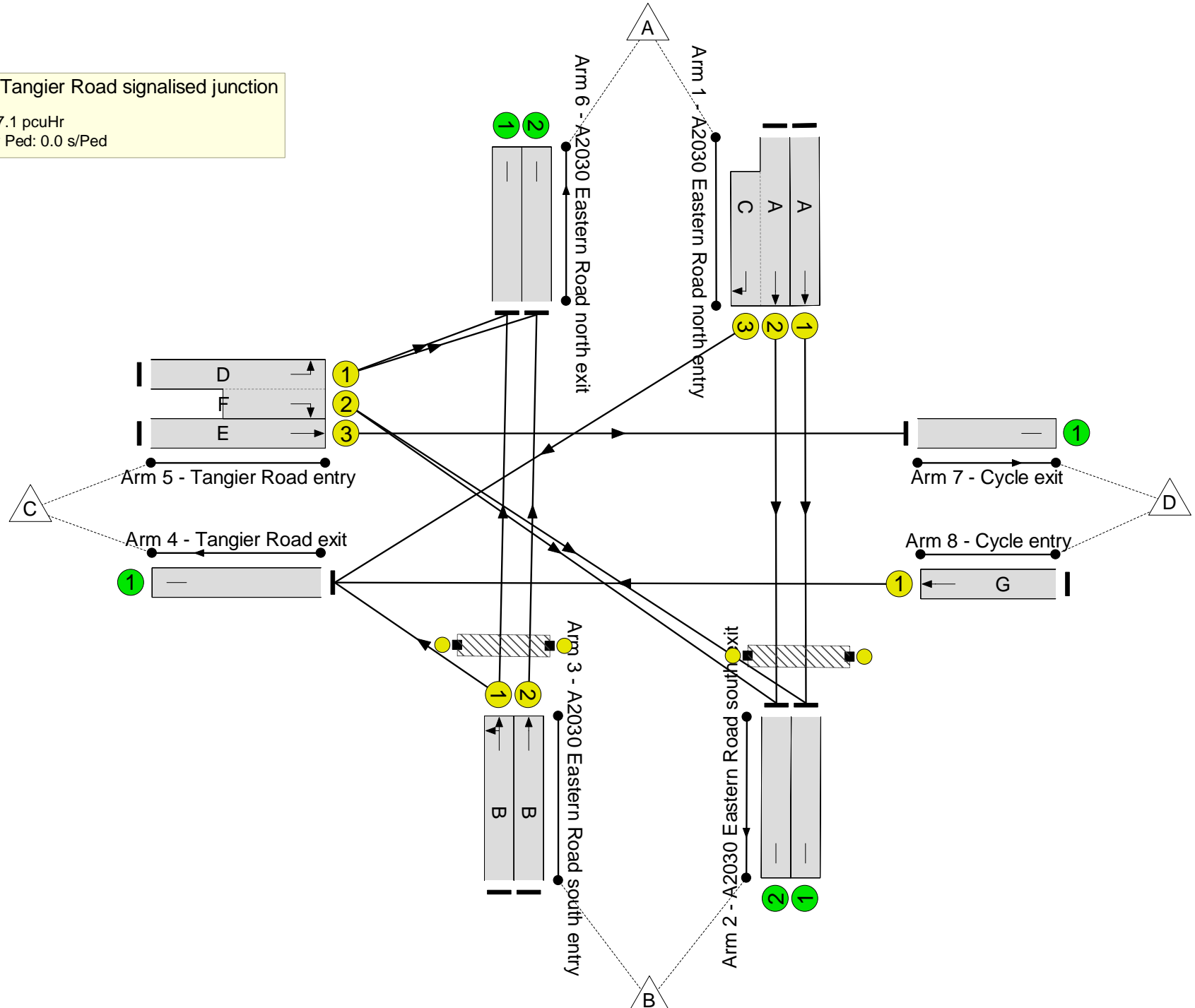


Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Eastern Road / Tangier Road signalised junction

PRC: 28.2 %
 Total Traffic Delay: 17.1 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	-	-		-	-	-	-	-	-	70.2%
A2030 Eastern Road / Tangier Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	70.2%
1/1	A2030 Eastern Road north entry Ahead	U	N/A	N/A	A		1	80	-	602	1965	1326	45.4%
1/2+1/3	A2030 Eastern Road north entry Ahead Right	U	N/A	N/A	A C		1	80:7	-	633	1965:1747	1352	46.8%
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
2/2	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	B		1	66	-	768	1962	1095	70.1%
3/2	A2030 Eastern Road south entry Ahead	U	N/A	N/A	B		1	66	-	770	1965	1097	70.2%
4/1	Tangier Road exit	U	N/A	N/A	-		-	-	-	44	Inf	Inf	0.0%
5/1+5/2	Tangier Road entry Right Left	U	N/A	N/A	D F		1	22:7	-	147	1709:1709	327	44.9%
5/3	Tangier Road entry Ahead	U	N/A	N/A	E		1	7	-	0	1815	121	0.0%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	831	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	842	Inf	Inf	0.0%
7/1	Cycle exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
8/1	Cycle entry Ahead	U	N/A	N/A	G		1	9	-	0	1815	151	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	41	-	0	-	0	0.0%

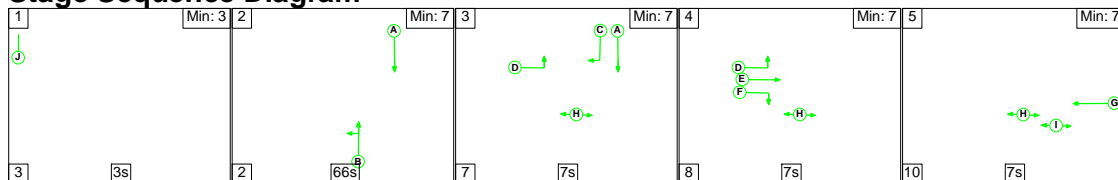
Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	N/A	-	1	1	7	-	0	-	0	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	13.5	3.6	0.0	17.1	-	-	-	-
A2030 Eastern Road / Tangier Road signalised junction	-	-	0	0	0	13.5	3.6	0.0	17.1	-	-	-	-
1/1	602	602	-	-	-	1.5	0.4	-	1.9	11.6	9.4	0.4	9.8
1/2+1/3	633	633	-	-	-	2.0	0.4	-	2.5	14.1	9.3	0.4	9.7
2/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	768	768	-	-	-	4.1	1.2	-	5.3	24.7	18.6	1.2	19.7
3/2	770	770	-	-	-	4.1	1.2	-	5.3	24.7	18.6	1.2	19.8
4/1	44	44	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	147	147	-	-	-	1.8	0.4	-	2.2	53.0	4.2	0.4	4.6
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1		PRC for Signalled Lanes (%):		28.2		Total Delay for Signalled Lanes (pcuHr):		17.13		Cycle Time (s): 120			
		PRC Over All Lanes (%):		28.2		Total Delay Over All Lanes(pcuHr):		17.13					

Full Input Data And Results

Scenario 4: 'EMM - DS1 PM' (FG4: 'EMM - DS1 PM', Plan 1: 'Network Control Plan 1')

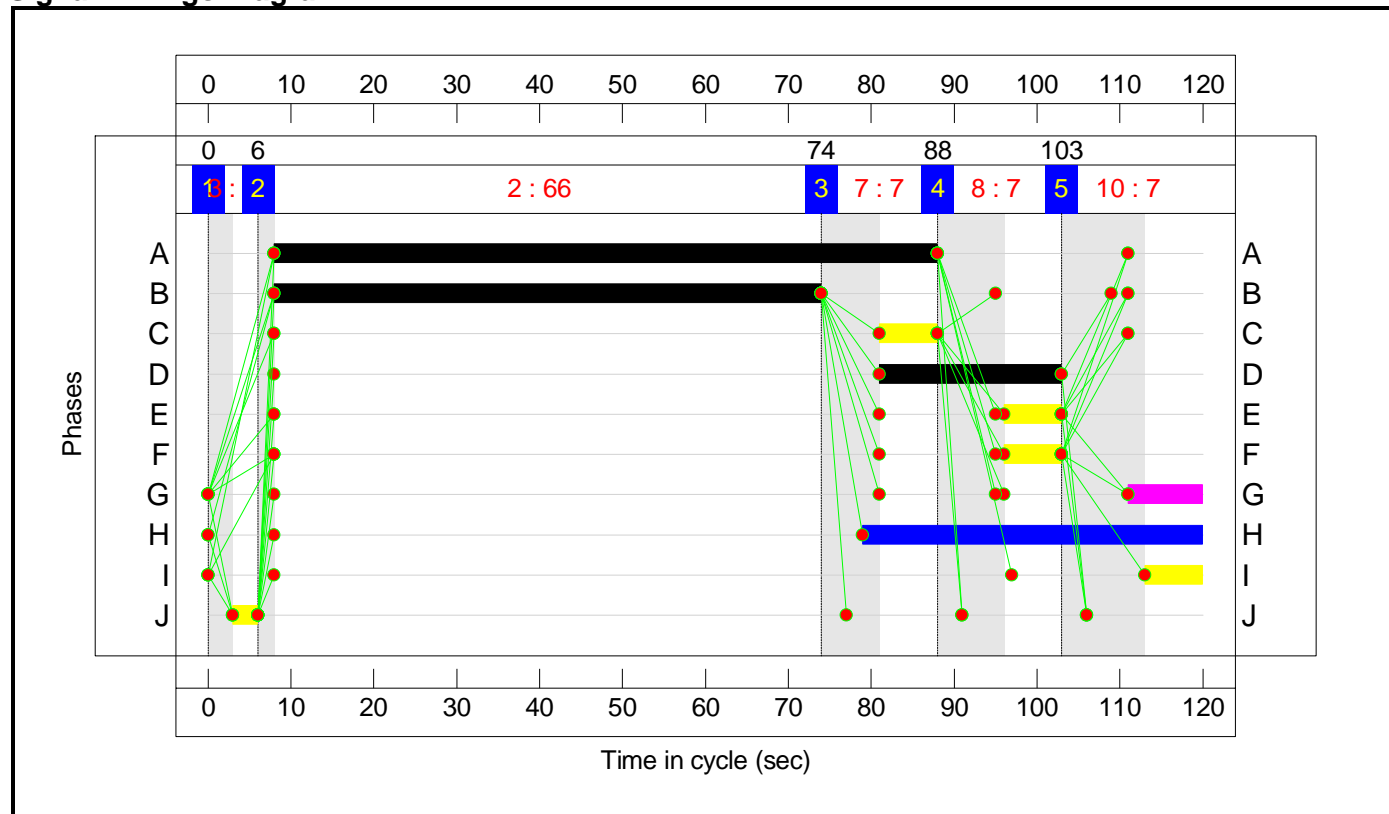
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	3	66	7	7	7
Change Point	0	6	74	88	103

Signal Timings Diagram

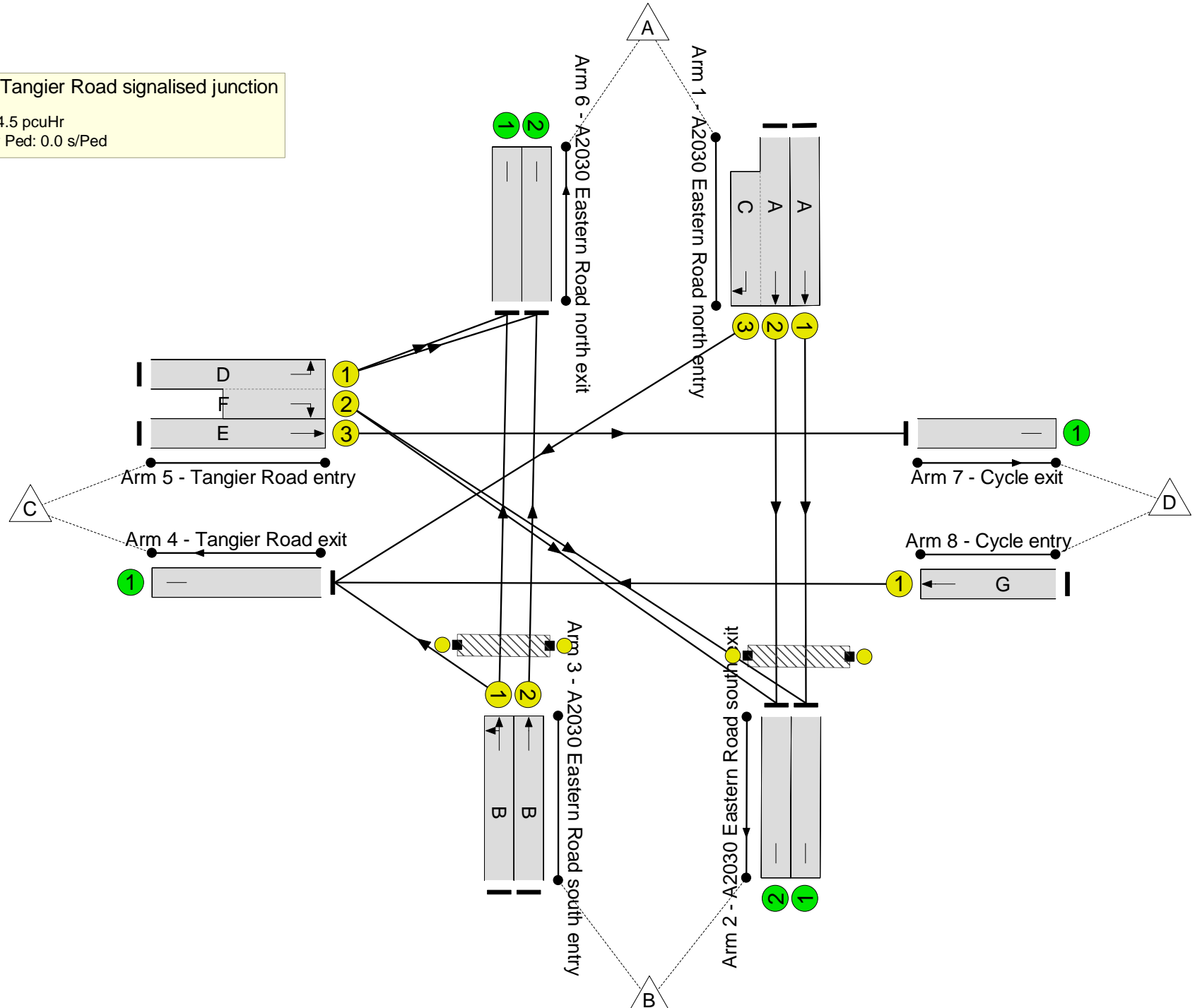


Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Eastern Road / Tangier Road signalised junction

PRC: 46.2 %
 Total Traffic Delay: 14.5 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	-	-		-	-	-	-	-	-	61.5%
A2030 Eastern Road / Tangier Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	61.5%
1/1	A2030 Eastern Road north entry Ahead	U	N/A	N/A	A		1	80	-	768	1965	1326	57.9%
1/2+1/3	A2030 Eastern Road north entry Ahead Right	U	N/A	N/A	A C		1	80:7	-	835	1965:1747	1357	61.5%
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
2/2	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	B		1	66	-	569	1961	1095	52.0%
3/2	A2030 Eastern Road south entry Ahead	U	N/A	N/A	B		1	66	-	571	1965	1097	52.0%
4/1	Tangier Road exit	U	N/A	N/A	-		-	-	-	66	Inf	Inf	0.0%
5/1+5/2	Tangier Road entry Right Left	U	N/A	N/A	D F		1	22:7	-	100	1709:1709	329	30.4%
5/3	Tangier Road entry Ahead	U	N/A	N/A	E		1	7	-	0	1815	121	0.0%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%
7/1	Cycle exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
8/1	Cycle entry Ahead	U	N/A	N/A	G		1	9	-	0	1815	151	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	41	-	0	-	0	0.0%

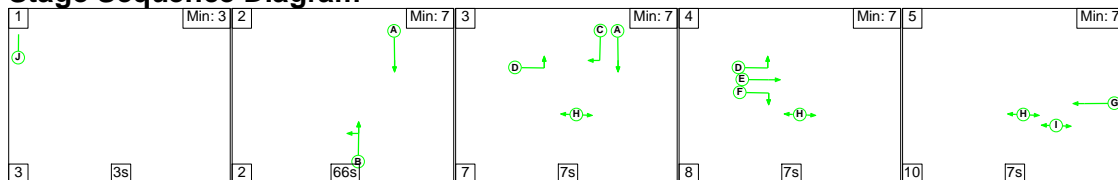
Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	N/A	-	1	1	7	-	0	-	0	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	11.7	2.8	0.0	14.5	-	-	-	-
A2030 Eastern Road / Tangier Road signalised junction	-	-	0	0	0	11.7	2.8	0.0	14.5	-	-	-	-
1/1	768	768	-	-	-	2.2	0.7	-	2.9	13.6	13.7	0.7	14.3
1/2+1/3	835	835	-	-	-	3.1	0.8	-	3.9	16.9	13.8	0.8	14.6
2/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	569	569	-	-	-	2.6	0.5	-	3.1	19.9	11.7	0.5	12.2
3/2	571	571	-	-	-	2.6	0.5	-	3.2	19.9	11.7	0.5	12.3
4/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	100	100	-	-	-	1.2	0.2	-	1.4	49.8	2.7	0.2	3.0
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	619	619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1		PRC for Signalled Lanes (%):		46.2		Total Delay for Signalled Lanes (pcuHr):		14.51		Cycle Time (s): 120			
		PRC Over All Lanes (%):		46.2		Total Delay Over All Lanes(pcuHr):		14.51					

Full Input Data And Results

Scenario 5: 'EML - DS2 AM' (FG5: 'EML - DS2 AM', Plan 1: 'Network Control Plan 1')

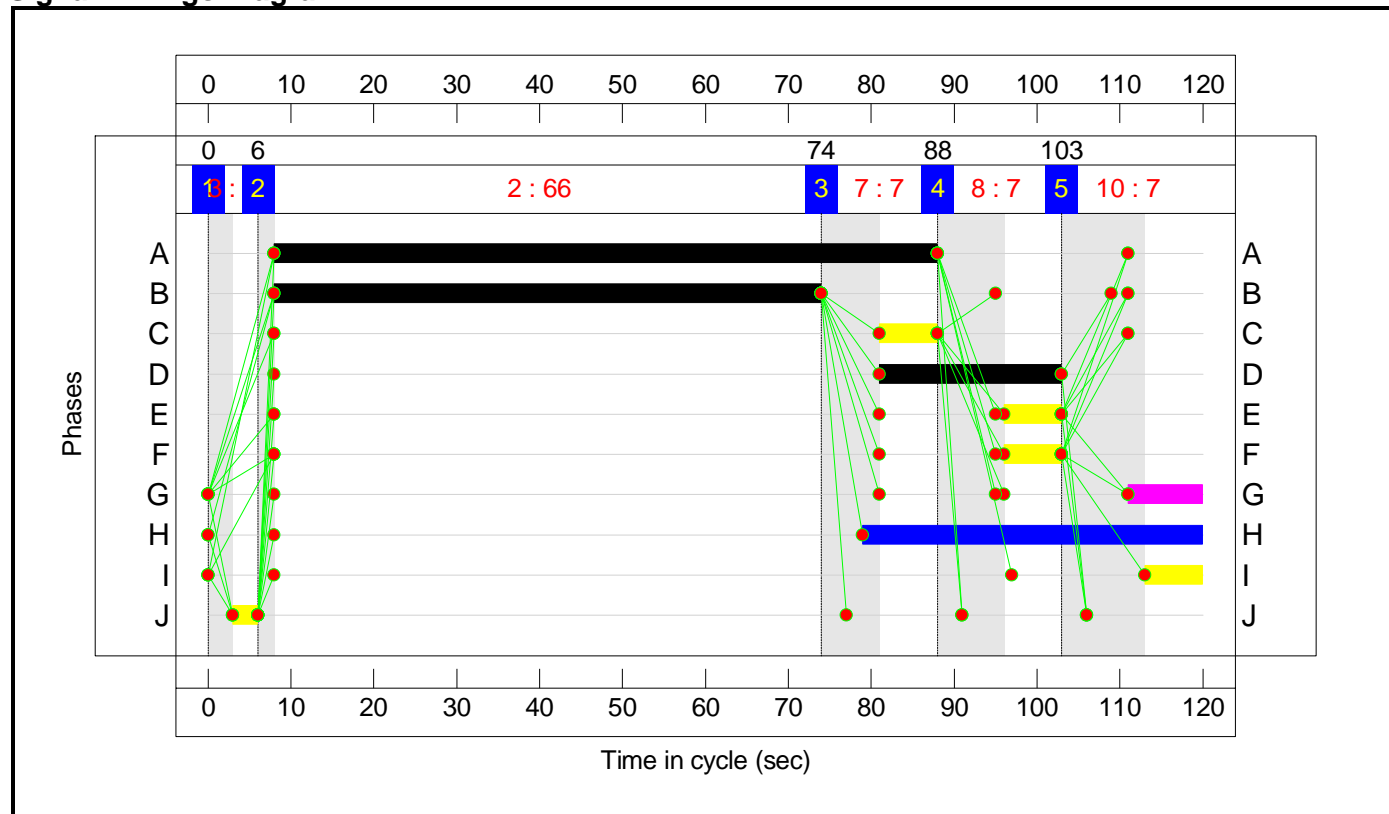
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	3	66	7	7	7
Change Point	0	6	74	88	103

Signal Timings Diagram

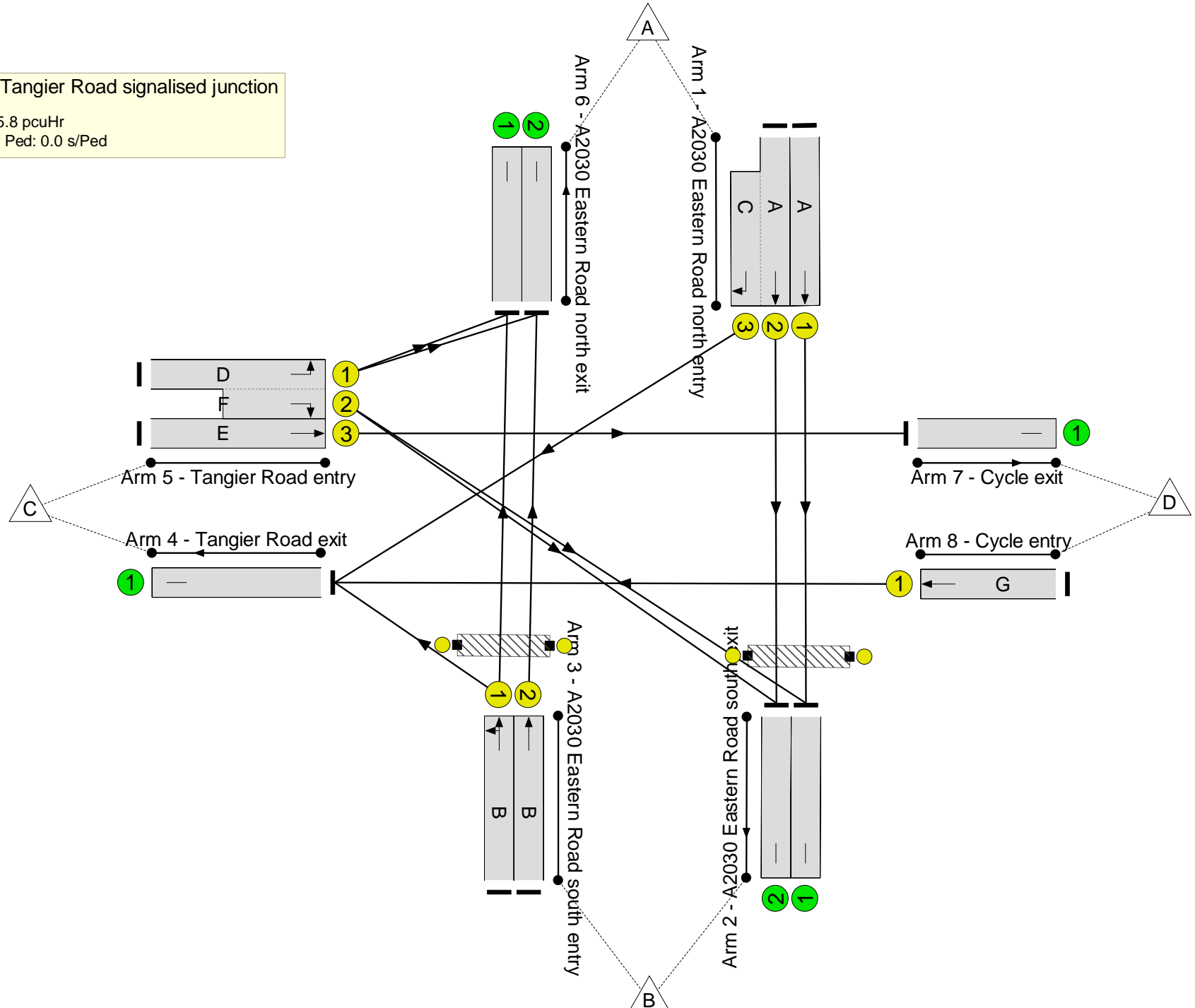


Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Eastern Road / Tangier Road signalised junction

PRC: 33.2 %
 Total Traffic Delay: 15.8 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	-	-		-	-	-	-	-	-	67.6%
A2030 Eastern Road / Tangier Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	67.6%
1/1	A2030 Eastern Road north entry Ahead	U	N/A	N/A	A		1	80	-	658	1965	1326	49.6%
1/2+1/3	A2030 Eastern Road north entry Ahead Right	U	N/A	N/A	A C		1	80:7	-	694	1965:1747	1353	51.3%
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%
2/2	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	B		1	66	-	740	1962	1095	67.6%
3/2	A2030 Eastern Road south entry Ahead	U	N/A	N/A	B		1	66	-	741	1965	1097	67.5%
4/1	Tangier Road exit	U	N/A	N/A	-		-	-	-	50	Inf	Inf	0.0%
5/1+5/2	Tangier Road entry Right Left	U	N/A	N/A	D F		1	22:7	-	67	1709:1709	331	20.2%
5/3	Tangier Road entry Ahead	U	N/A	N/A	E		1	7	-	0	1815	121	0.0%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	763	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	773	Inf	Inf	0.0%
7/1	Cycle exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
8/1	Cycle entry Ahead	U	N/A	N/A	G		1	9	-	0	1815	151	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	41	-	0	-	0	0.0%

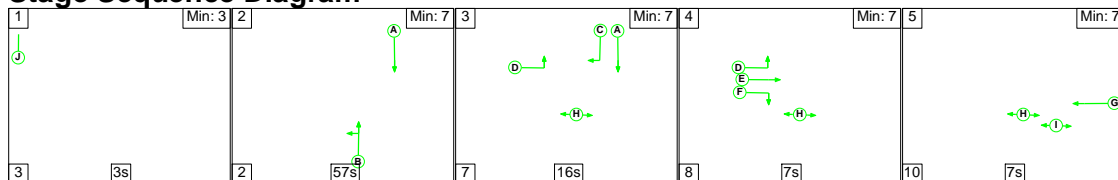
Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	N/A	-	1	1	7	-	0	-	0	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	12.6	3.2	0.0	15.8	-	-	-	-
A2030 Eastern Road / Tangier Road signalised junction	-	-	0	0	0	12.6	3.2	0.0	15.8	-	-	-	-
1/1	658	658	-	-	-	1.7	0.5	-	2.2	12.2	10.6	0.5	11.1
1/2+1/3	694	694	-	-	-	2.3	0.5	-	2.9	14.8	10.5	0.5	11.0
2/1	660	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	740	740	-	-	-	3.9	1.0	-	4.9	23.8	17.5	1.0	18.5
3/2	741	741	-	-	-	3.9	1.0	-	4.9	23.8	17.5	1.0	18.5
4/1	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	67	67	-	-	-	0.8	0.1	-	0.9	48.1	1.8	0.1	1.9
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	763	763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	773	773	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1		PRC for Signalled Lanes (%):		33.2		Total Delay for Signalled Lanes (pcuHr):		15.79		Cycle Time (s): 120			
		PRC Over All Lanes (%):		33.2		Total Delay Over All Lanes(pcuHr):		15.79					

Full Input Data And Results

Scenario 6: 'EML - DS2 PM' (FG6: 'EML - DS2 PM', Plan 1: 'Network Control Plan 1')

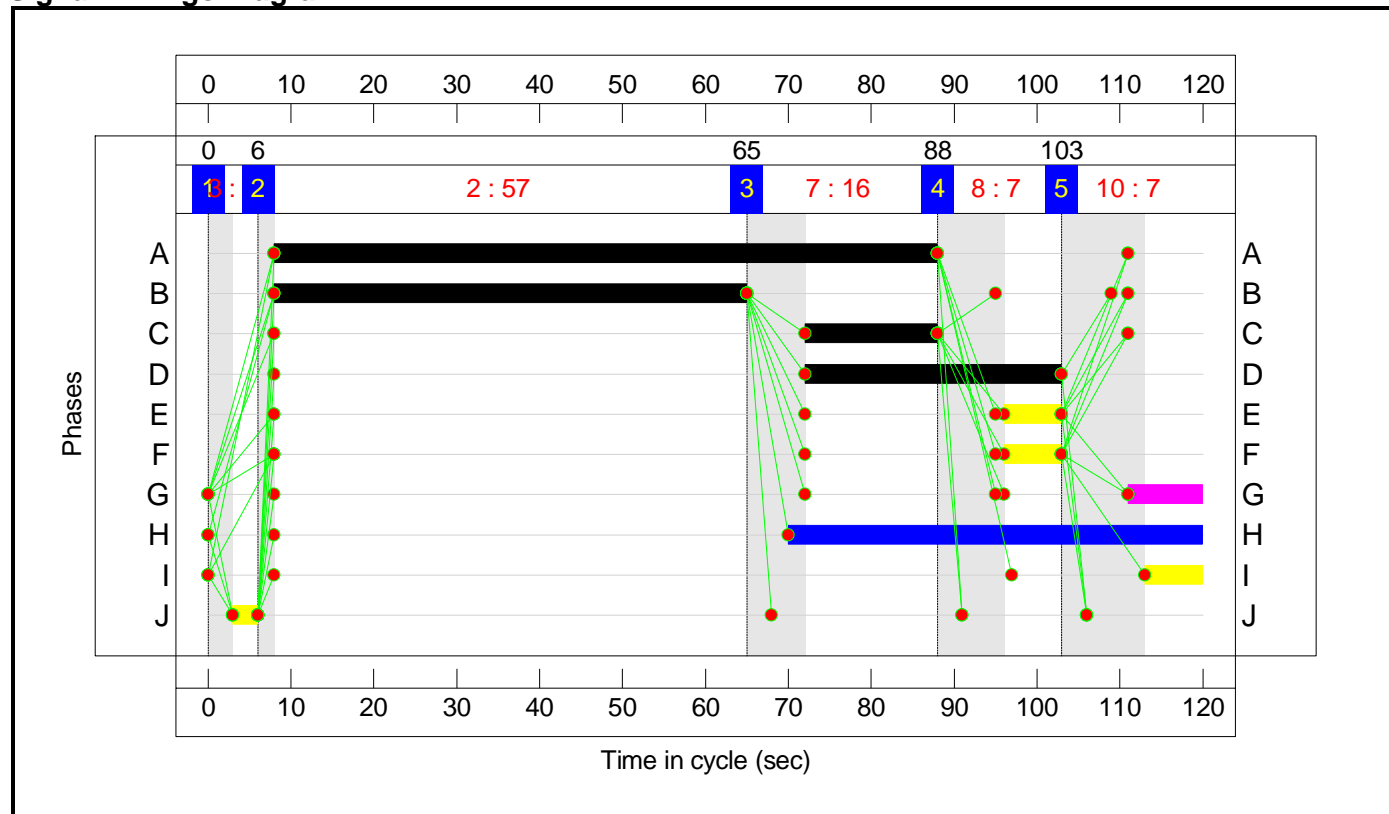
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	3	57	16	7	7
Change Point	0	6	65	88	103

Signal Timings Diagram

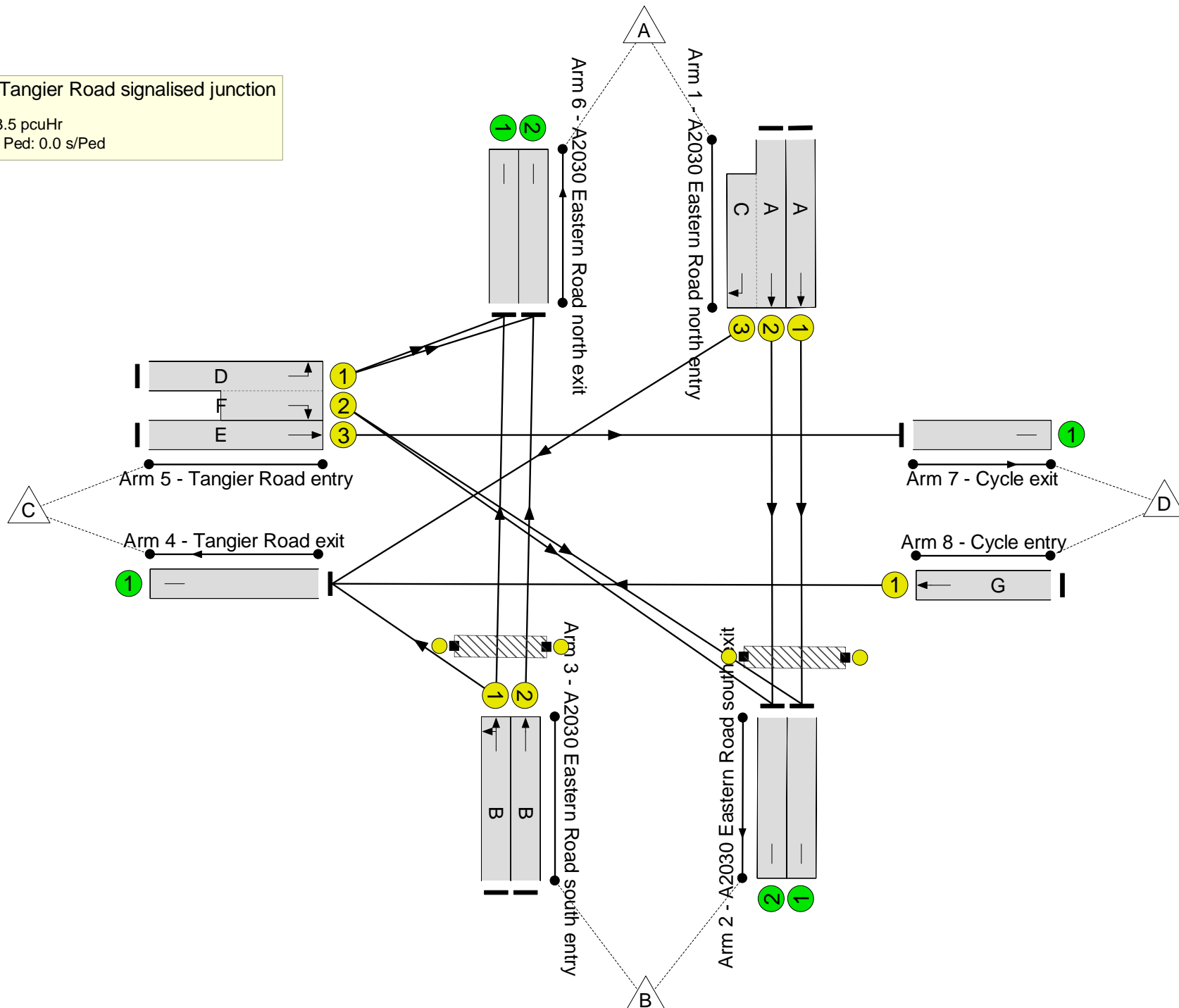


Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Eastern Road / Tangier Road signalised junction

PRC: 9.0 %
 Total Traffic Delay: 23.5 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	-	-		-	-	-	-	-	-	82.5%
A2030 Eastern Road / Tangier Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	82.5%
1/1	A2030 Eastern Road north entry Ahead	U	N/A	N/A	A		1	80	-	1046	1965	1326	78.9%
1/2+1/3	A2030 Eastern Road north entry Ahead Right	U	N/A	N/A	A C		1	80:16	-	1158	1965:1747	1403	82.5%
2/1	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	1048	Inf	Inf	0.0%
2/2	A2030 Eastern Road south exit	U	N/A	N/A	-		-	-	-	966	Inf	Inf	0.0%
3/1	A2030 Eastern Road south entry Left Ahead	U	N/A	N/A	B		1	57	-	529	1961	948	55.8%
3/2	A2030 Eastern Road south entry Ahead	U	N/A	N/A	B		1	57	-	530	1965	950	55.8%
4/1	Tangier Road exit	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
5/1+5/2	Tangier Road entry Right Left	U	N/A	N/A	D F		1	31:7	-	141	1709:1709	456	30.9%
5/3	Tangier Road entry Ahead	U	N/A	N/A	E		1	7	-	0	1815	121	0.0%
6/1	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
6/2	A2030 Eastern Road north exit	U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
7/1	Cycle exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
8/1	Cycle entry Ahead	U	N/A	N/A	G		1	9	-	0	1815	151	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	50	-	0	-	0	0.0%

Full Input Data And Results

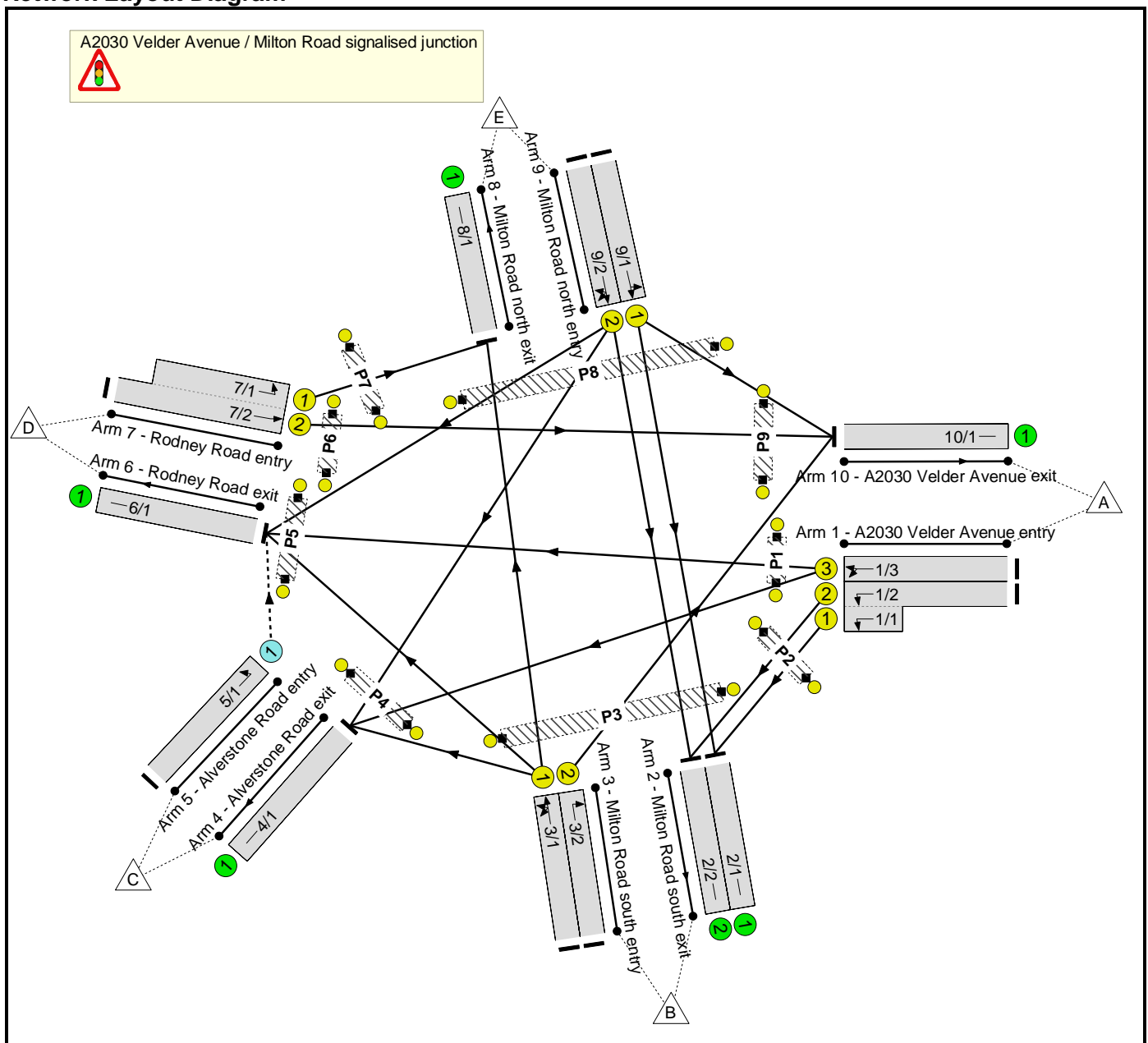
Ped Link: P2	Unnamed Ped Link	-	N/A	-	1	1	7	-	0	-	0	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	17.8	5.6	0.0	23.5	-	-	-	-
A2030 Eastern Road / Tangier Road signalised junction	-	-	0	0	0	17.8	5.6	0.0	23.5	-	-	-	-
1/1	1046	1046	-	-	-	3.9	1.8	-	5.8	19.9	24.1	1.8	26.0
1/2+1/3	1158	1158	-	-	-	6.1	2.3	-	8.4	26.0	23.2	2.3	25.5
2/1	1048	1048	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	966	966	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	529	529	-	-	-	3.2	0.6	-	3.9	26.2	12.3	0.6	13.0
3/2	530	530	-	-	-	3.2	0.6	-	3.9	26.2	12.4	0.6	13.0
4/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	141	141	-	-	-	1.4	0.2	-	1.6	41.2	3.6	0.2	3.9
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1		PRC for Signalled Lanes (%):		9.0		Total Delay for Signalled Lanes (pcuHr):		23.48		Cycle Time (s): 120			
		PRC Over All Lanes (%):		9.0		Total Delay Over All Lanes(pcuHr):		23.48					

Full Input Data And Results
Full Input Data And Results

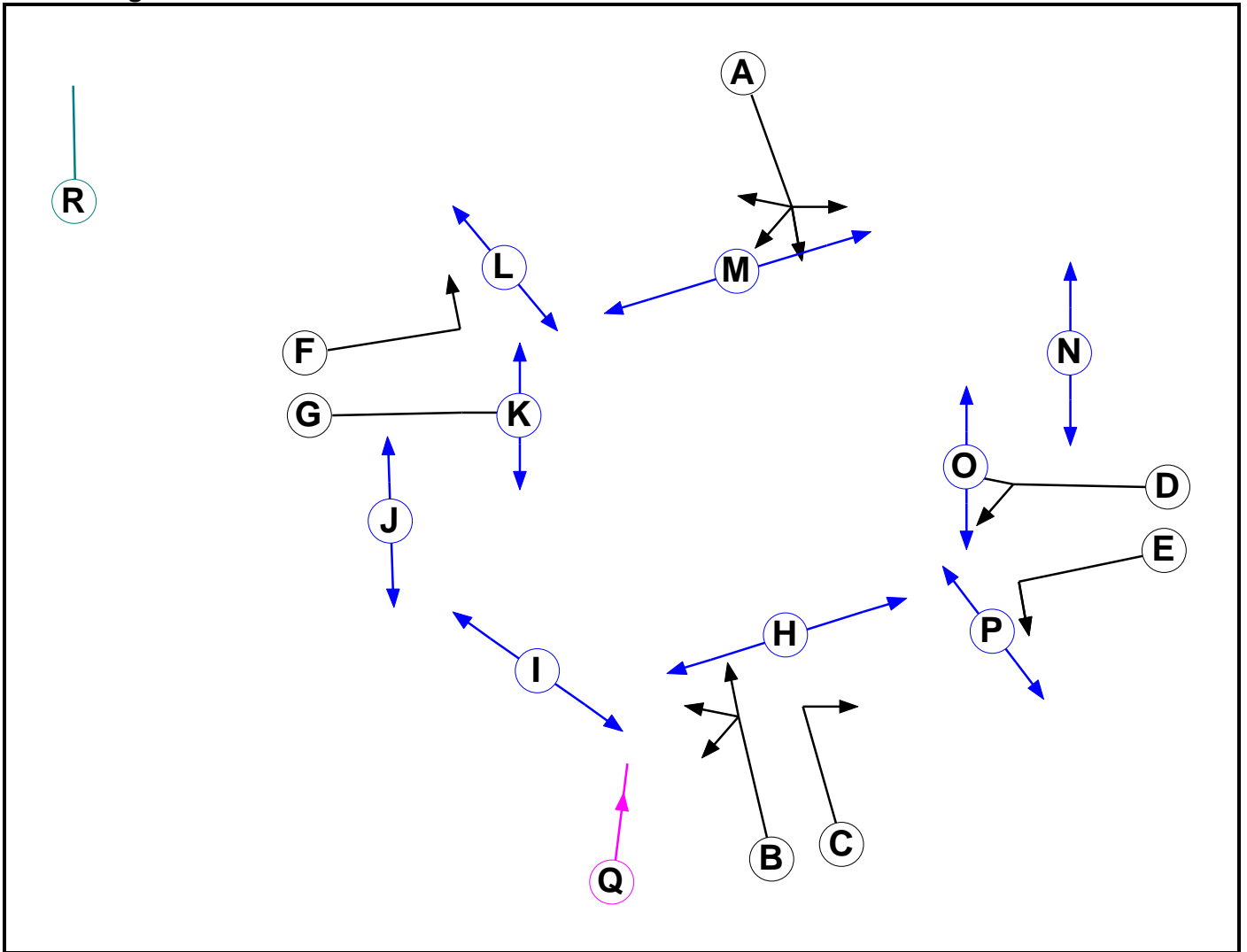
User and Project Details

Project:	
Title:	A2030 Velder Avenue / Milton Road traffic signal junction
Location:	
Additional detail:	
File name:	A2030 Velder Ave_Milton Rd.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Pedestrian		6	6
K	Pedestrian		6	6
L	Pedestrian		6	6
M	Pedestrian		6	6
N	Pedestrian		6	6
O	Pedestrian		6	6
P	Pedestrian		6	6
Q	Cycle		6	6
R	Dummy		3	3

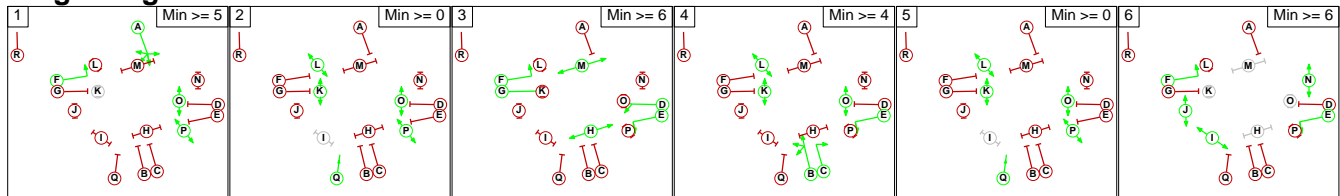
Phase Intergrens Matrix

		Starting Phase																		
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	
Terminating Phase	A		5	5	5	8	-	5	8	8	9	-	-	5	8	-	-	7	2	
	B	6		-	5	-	8	6	5	8	8	-	-	8	-	-	-	5	2	
	C	6	-		5	-	-	6	5	-	-	-	-	-	10	-	-	5	2	
	D	5	5	5		-	-	-	-	9	9	-	-	-	-	5	-	6	2	
	E	5	-	-	-		-	-	-	-	-	-	-	-	-	-	5	5	2	
	F	-	5	-	-	-		-	-	-	-	-	5	-	-	-	-	5	2	
	G	5	6	6	-	-	-		-	-	-	5	-	-	9	-	-	5	2	
	H	14	14	14	-	-	-	-		-	-	-	-	-	-	-	-	14	2	
	I	6	6	-	6	-	-	-	-		-	-	-	-	-	-	-	-	2	
	J	7	7	-	7	-	-	-	-	-		-	-	-	-	-	-	-	7	2
	K	-	-	-	-	-	6	-	-	-	-		-	-	-	-	-	-	2	
	L	-	-	-	-	-	6	-	-	-	-	-		-	-	-	-	-	2	
	M	14	14	-	-	-	-	-	-	-	-	-	-		-	-	-	14	2	
	N	7	-	7	-	-	-	7	-	-	-	-	-	-	-	-	-	7	2	
	O	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	2	
	P	-	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	2	
	Q	6	5	5	6	7	7	6	5	-	5	-	-	7	8	-	-	-	-	
	R	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A F O P
2	K L O P Q
3	D E F G H M
4	B C E K L O
5	K L O P Q
6	E F I J N

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

		To Stage					
		1	2	3	4	5	6
From Stage	1	■	7	8	8	7	9
	2	7	■	7	7	0	8
	3	14	14	■	14	14	9
	4	8	5	8	■	5	10
	5	7	0	7	7	■	8
	6	7	7	7	7	7	■

Full Input Data And Results

Give-Way Lane Input Data

Junction: A2030 Velder Avenue / Milton Road signalised junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
5/1 (Alverstone Road entry)	6/1 (Left)	1439	0	1/3	1.09	To 6/1 (Ahead)	-	-	-	-	-
				3/1	1.09	To 6/1 (Left)					
				9/2	1.09	To 6/1 (Right)					

Full Input Data And Results

Lane Input Data

Junction: A2030 Velder Avenue / Milton Road signalised junction												
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 (A2030 Velder Avenue entry)	U	E	2	3	3.5	Geom	-	3.00	0.00	Y	Arm 2 Left	15.00
1/2 (A2030 Velder Avenue entry)	U	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Left	15.00
1/3 (A2030 Velder Avenue entry)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left Arm 6 Ahead	20.00 Inf
2/1 (Milton Road south exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (Milton Road south exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Milton Road south entry)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left Arm 6 Left Arm 8 Ahead	8.00 20.00 Inf
3/2 (Milton Road south entry)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 10 Right	10.00
4/1 (Alverstone Road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Alverstone Road entry)	O		2	3	60.0	Geom	-	3.75	0.00	Y	Arm 6 Left	15.00
6/1 (Rodney Road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Rodney Road entry)	U	F	2	3	18.3	Geom	-	2.75	0.00	Y	Arm 8 Left	15.00
7/2 (Rodney Road entry)	U	G	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 10 Ahead	Inf
8/1 (Milton Road north exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Milton Road north entry)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead Arm 10 Left	Inf 12.00
9/2 (Milton Road)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf

Full Input Data And Results

north entry)											Arm 4 Right	20.00
											Arm 6 Right	12.00
10/1 (A2030 Velder Avenue exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'ELM - DM AM'	08:00	09:00	01:00	
2: 'ELM - DM PM'	17:00	18:00	01:00	
3: 'EMM - DS1 AM'	08:00	09:00	01:00	
4: 'EMM - DS1 PM'	17:00	18:00	01:00	
5: 'EML - DS2 AM'	08:00	09:00	01:00	
6: 'EML - DS2 PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	586	0	253	0	839
	B	616	0	0	0	611	1227
	C	0	0	0	0	0	0
	D	505	0	0	0	195	700
	E	1	395	0	150	0	546
	Tot.	1122	981	0	403	806	3312

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: ELM - DM AM
Junction: A2030 Velder Avenue / Milton Road signalised junction	
1/1 (short)	293
1/2 (with short)	586(In) 293(Out)
1/3	253
2/1	574
2/2	407
3/1	611
3/2	616
4/1	0
5/1	0
6/1	403
7/1 (short)	195
7/2 (with short)	700(In) 505(Out)
8/1	806
9/1	282
9/2	264
10/1	1122

Full Input Data And Results

Lane Saturation Flows

Junction: A2030 Velder Avenue / Milton Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A2030 Velder Avenue entry)	3.00	0.00	Y	Arm 2 Left	15.00	100.0 %	1741	1741
1/2 (A2030 Velder Avenue entry)	3.00	0.00	Y	Arm 2 Left	15.00	100.0 %	1741	1741
1/3 (A2030 Velder Avenue entry)	3.00	0.00	Y	Arm 4 Left	20.00	0.0 %	1915	1915
				Arm 6 Ahead	Inf	100.0 %		
2/1 (Milton Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Milton Road south exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Milton Road south entry)	3.00	0.00	Y	Arm 4 Left	8.00	0.0 %	1915	1915
				Arm 6 Left	20.00	0.0 %		
				Arm 8 Ahead	Inf	100.0 %		
3/2 (Milton Road south entry)	3.00	0.00	Y	Arm 10 Right	10.00	100.0 %	1665	1665
4/1 (Alverstone Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Alverstone Road entry)	3.75	0.00	Y	Arm 6 Left	15.00	0.0 %	1990	1990
6/1 (Rodney Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Rodney Road entry)	2.75	0.00	Y	Arm 8 Left	15.00	100.0 %	1718	1718
7/2 (Rodney Road entry)	2.75	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1890	1890
8/1 (Milton Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Milton Road north entry)	3.25	0.00	Y	Arm 2 Ahead	Inf	99.6 %	1939	1939
				Arm 10 Left	12.00	0.4 %		
9/2 (Milton Road north entry)	3.25	0.00	Y	Arm 2 Ahead	Inf	43.2 %	1811	1811
				Arm 4 Right	20.00	0.0 %		
9/2 (Milton Road north entry)	3.25	0.00	Y	Arm 6 Right	12.00	56.8 %	1811	1811
10/1 (A2030 Velder Avenue exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	0	879	0	383	0	1262	
A	495	0	0	0	493	988	
B	0	0	0	0	0	0	
C	498	0	0	0	235	733	
D	2	598	0	140	0	740	
E	995	1477	0	523	728	3723	
Tot.							

Traffic Lane Flows

Lane	Scenario 2: ELM - DM PM
Junction: A2030 Velder Avenue / Milton Road signalised junction	
1/1 (short)	440
1/2 (with short)	879(In) 439(Out)
1/3	383
2/1	817
2/2	660
3/1	493
3/2	495
4/1	0
5/1	0
6/1	523
7/1 (short)	235
7/2 (with short)	733(In) 498(Out)
8/1	728
9/1	379
9/2	361
10/1	995

Full Input Data And Results

Lane Saturation Flows

Junction: A2030 Velder Avenue / Milton Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A2030 Velder Avenue entry)	3.00	0.00	Y	Arm 2 Left	15.00	100.0 %	1741	1741
1/2 (A2030 Velder Avenue entry)	3.00	0.00	Y	Arm 2 Left	15.00	100.0 %	1741	1741
1/3 (A2030 Velder Avenue entry)	3.00	0.00	Y	Arm 4 Left	20.00	0.0 %	1915	1915
				Arm 6 Ahead	Inf	100.0 %		
2/1 (Milton Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Milton Road south exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Milton Road south entry)	3.00	0.00	Y	Arm 4 Left	8.00	0.0 %	1915	1915
				Arm 6 Left	20.00	0.0 %		
				Arm 8 Ahead	Inf	100.0 %		
3/2 (Milton Road south entry)	3.00	0.00	Y	Arm 10 Right	10.00	100.0 %	1665	1665
4/1 (Alverstone Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Alverstone Road entry)	3.75	0.00	Y	Arm 6 Left	15.00	0.0 %	1990	1990
6/1 (Rodney Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Rodney Road entry)	2.75	0.00	Y	Arm 8 Left	15.00	100.0 %	1718	1718
7/2 (Rodney Road entry)	2.75	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1890	1890
8/1 (Milton Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Milton Road north entry)	3.25	0.00	Y	Arm 2 Ahead	Inf	99.5 %	1939	1939
				Arm 10 Left	12.00	0.5 %		
9/2 (Milton Road north entry)	3.25	0.00	Y	Arm 2 Ahead	Inf	61.2 %	1850	1850
				Arm 4 Right	20.00	0.0 %		
9/2 (Milton Road north entry)	3.25	0.00	Y	Arm 6 Right	12.00	38.8 %	1850	1850
10/1 (A2030 Velder Avenue exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'EMM - DS1 AM' (FG3: 'EMM - DS1 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	0	523	0	251	0	774	
A	618	0	0	0	610	1228	
B	0	0	0	0	0	0	
C	519	0	0	0	179	698	
D	1	415	0	145	0	561	
E	1138	938	0	396	789	3261	
Tot.							

Traffic Lane Flows

Lane	Scenario 3: EMM - DS1 AM
Junction: A2030 Velder Avenue / Milton Road signalised junction	
1/1 (short)	262
1/2 (with short)	523(In) 261(Out)
1/3	251
2/1	551
2/2	387
3/1	610
3/2	618
4/1	0
5/1	0
6/1	396
7/1 (short)	179
7/2 (with short)	698(In) 519(Out)
8/1	789
9/1	290
9/2	271
10/1	1138

Full Input Data And Results

Lane Saturation Flows

Junction: A2030 Velder Avenue / Milton Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A2030 Velder Avenue entry)	3.00	0.00	Y	Arm 2 Left	15.00	100.0 %	1741	1741
1/2 (A2030 Velder Avenue entry)	3.00	0.00	Y	Arm 2 Left	15.00	100.0 %	1741	1741
1/3 (A2030 Velder Avenue entry)	3.00	0.00	Y	Arm 4 Left	20.00	0.0 %	1915	1915
				Arm 6 Ahead	Inf	100.0 %		
2/1 (Milton Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Milton Road south exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Milton Road south entry)	3.00	0.00	Y	Arm 4 Left	8.00	0.0 %	1915	1915
				Arm 6 Left	20.00	0.0 %		
				Arm 8 Ahead	Inf	100.0 %		
3/2 (Milton Road south entry)	3.00	0.00	Y	Arm 10 Right	10.00	100.0 %	1665	1665
4/1 (Alverstone Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Alverstone Road entry)	3.75	0.00	Y	Arm 6 Left	15.00	0.0 %	1990	1990
6/1 (Rodney Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Rodney Road entry)	2.75	0.00	Y	Arm 8 Left	15.00	100.0 %	1718	1718
7/2 (Rodney Road entry)	2.75	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1890	1890
8/1 (Milton Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Milton Road north entry)	3.25	0.00	Y	Arm 2 Ahead	Inf	99.7 %	1939	1939
				Arm 10 Left	12.00	0.3 %		
9/2 (Milton Road north entry)	3.25	0.00	Y	Arm 2 Ahead	Inf	46.5 %	1818	1818
				Arm 4 Right	20.00	0.0 %		
9/2 (Milton Road north entry)	3.25	0.00	Y	Arm 6 Right	12.00	53.5 %	1818	1818
10/1 (A2030 Velder Avenue exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: 'EMM - DS1 PM' (FG4: 'EMM - DS1 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
	A	B	C	D	E	Tot.	
A	0	779	0	280	0	1059	
B	484	0	0	0	485	969	
C	0	0	0	0	0	0	
D	506	0	0	0	223	729	
E	1	640	0	116	0	757	
Tot.	991	1419	0	396	708	3514	

Traffic Lane Flows

Lane	Scenario 4: EMM - DS1 PM
Junction: A2030 Velder Avenue / Milton Road signalised junction	
1/1 (short)	390
1/2 (with short)	779(In) 389(Out)
1/3	280
2/1	775
2/2	644
3/1	485
3/2	484
4/1	0
5/1	0
6/1	396
7/1 (short)	223
7/2 (with short)	729(In) 506(Out)
8/1	708
9/1	386
9/2	371
10/1	991

Full Input Data And Results

Lane Saturation Flows

Junction: A2030 Velder Avenue / Milton Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A2030 Velder Avenue entry)	3.00	0.00	Y	Arm 2 Left	15.00	100.0 %	1741	1741
1/2 (A2030 Velder Avenue entry)	3.00	0.00	Y	Arm 2 Left	15.00	100.0 %	1741	1741
1/3 (A2030 Velder Avenue entry)	3.00	0.00	Y	Arm 4 Left	20.00	0.0 %	1915	1915
				Arm 6 Ahead	Inf	100.0 %		
2/1 (Milton Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Milton Road south exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Milton Road south entry)	3.00	0.00	Y	Arm 4 Left	8.00	0.0 %	1915	1915
				Arm 6 Left	20.00	0.0 %		
				Arm 8 Ahead	Inf	100.0 %		
3/2 (Milton Road south entry)	3.00	0.00	Y	Arm 10 Right	10.00	100.0 %	1665	1665
4/1 (Alverstone Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Alverstone Road entry)	3.75	0.00	Y	Arm 6 Left	15.00	0.0 %	1990	1990
6/1 (Rodney Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Rodney Road entry)	2.75	0.00	Y	Arm 8 Left	15.00	100.0 %	1718	1718
7/2 (Rodney Road entry)	2.75	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1890	1890
8/1 (Milton Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Milton Road north entry)	3.25	0.00	Y	Arm 2 Ahead	Inf	99.7 %	1939	1939
				Arm 10 Left	12.00	0.3 %		
9/2 (Milton Road north entry)	3.25	0.00	Y	Arm 2 Ahead	Inf	68.7 %	1867	1867
				Arm 4 Right	20.00	0.0 %		
9/2 (Milton Road north entry)	3.25	0.00	Y	Arm 6 Right	12.00	31.3 %	1867	1867
10/1 (A2030 Velder Avenue exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: 'EML - DS2 AM' (FG5: 'EML - DS2 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
	A	B	C	D	E	Tot.	
A	0	575	0	251	0	826	
B	605	0	0	0	618	1223	
C	0	0	0	0	0	0	
D	509	0	0	0	188	697	
E	1	397	0	147	0	545	
Tot.	1115	972	0	398	806	3291	

Traffic Lane Flows

Lane	Scenario 5: EML - DS2 AM
Junction: A2030 Velder Avenue / Milton Road signalised junction	
1/1 (short)	288
1/2 (with short)	575(In) 287(Out)
1/3	251
2/1	569
2/2	403
3/1	618
3/2	605
4/1	0
5/1	0
6/1	398
7/1 (short)	188
7/2 (with short)	697(In) 509(Out)
8/1	806
9/1	282
9/2	263
10/1	1115

Full Input Data And Results

Lane Saturation Flows

Junction: A2030 Velder Avenue / Milton Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A2030 Velder Avenue entry)	3.00	0.00	Y	Arm 2 Left	15.00	100.0 %	1741	1741
1/2 (A2030 Velder Avenue entry)	3.00	0.00	Y	Arm 2 Left	15.00	100.0 %	1741	1741
1/3 (A2030 Velder Avenue entry)	3.00	0.00	Y	Arm 4 Left	20.00	0.0 %	1915	1915
				Arm 6 Ahead	Inf	100.0 %		
2/1 (Milton Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Milton Road south exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Milton Road south entry)	3.00	0.00	Y	Arm 4 Left	8.00	0.0 %	1915	1915
				Arm 6 Left	20.00	0.0 %		
				Arm 8 Ahead	Inf	100.0 %		
3/2 (Milton Road south entry)	3.00	0.00	Y	Arm 10 Right	10.00	100.0 %	1665	1665
4/1 (Alverstone Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Alverstone Road entry)	3.75	0.00	Y	Arm 6 Left	15.00	0.0 %	1990	1990
6/1 (Rodney Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Rodney Road entry)	2.75	0.00	Y	Arm 8 Left	15.00	100.0 %	1718	1718
7/2 (Rodney Road entry)	2.75	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1890	1890
8/1 (Milton Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Milton Road north entry)	3.25	0.00	Y	Arm 2 Ahead	Inf	99.6 %	1939	1939
				Arm 10 Left	12.00	0.4 %		
9/2 (Milton Road north entry)	3.25	0.00	Y	Arm 2 Ahead	Inf	44.1 %	1813	1813
				Arm 4 Right	20.00	0.0 %		
9/2 (Milton Road north entry)	3.25	0.00	Y	Arm 6 Right	12.00	55.9 %	1813	1813
10/1 (A2030 Velder Avenue exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: 'EML - DS2 PM' (FG6: 'EML - DS2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
	A	B	C	D	E	Tot.	
A	0	873	0	377	0	1250	
B	483	0	0	0	496	979	
C	0	0	0	0	0	0	
D	477	0	0	0	241	718	
E	2	600	0	138	0	740	
Tot.	962	1473	0	515	737	3687	

Traffic Lane Flows

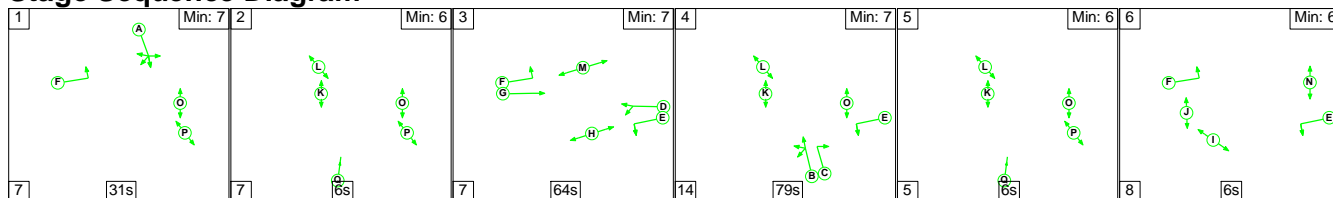
Lane	Scenario 6: EML - DS2 PM
Junction: A2030 Velder Avenue / Milton Road signalised junction	
1/1 (short)	437
1/2 (with short)	873(In) 436(Out)
1/3	377
2/1	814
2/2	659
3/1	496
3/2	483
4/1	0
5/1	0
6/1	515
7/1 (short)	241
7/2 (with short)	718(In) 477(Out)
8/1	737
9/1	379
9/2	361
10/1	962

Lane Saturation Flows

Junction: A2030 Velder Avenue / Milton Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A2030 Velder Avenue entry)	3.00	0.00	Y	Arm 2 Left	15.00	100.0 %	1741	1741
1/2 (A2030 Velder Avenue entry)	3.00	0.00	Y	Arm 2 Left	15.00	100.0 %	1741	1741
1/3 (A2030 Velder Avenue entry)	3.00	0.00	Y	Arm 4 Left	20.00	0.0 %	1915	1915
				Arm 6 Ahead	Inf	100.0 %		
2/1 (Milton Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Milton Road south exit Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Milton Road south entry)	3.00	0.00	Y	Arm 4 Left	8.00	0.0 %	1915	1915
				Arm 6 Left	20.00	0.0 %		
3/2 (Milton Road south entry)	3.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %		
4/1 (Alverstone Road exit Lane 1)	3.00	0.00	Y	Arm 10 Right	10.00	100.0 %	1665	1665
				Infinite Saturation Flow				
5/1 (Alverstone Road entry)	3.75	0.00	Y	Arm 6 Left	15.00	0.0 %	1990	1990
6/1 (Rodney Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Rodney Road entry)	2.75	0.00	Y	Arm 8 Left	15.00	100.0 %	1718	1718
7/2 (Rodney Road entry)	2.75	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1890	1890
8/1 (Milton Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Milton Road north entry)	3.25	0.00	Y	Arm 2 Ahead	Inf	99.5 %	1939	1939
				Arm 10 Left	12.00	0.5 %		
9/2 (Milton Road north entry)	3.25	0.00	Y	Arm 2 Ahead	Inf	61.8 %		
10/1 (A2030 Velder Avenue exit Lane 1)	3.25	0.00	Y	Arm 4 Right	20.00	0.0 %	1852	1852
				Arm 6 Right	12.00	38.2 %		
Infinite Saturation Flow							Inf	Inf

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

Stage Sequence Diagram

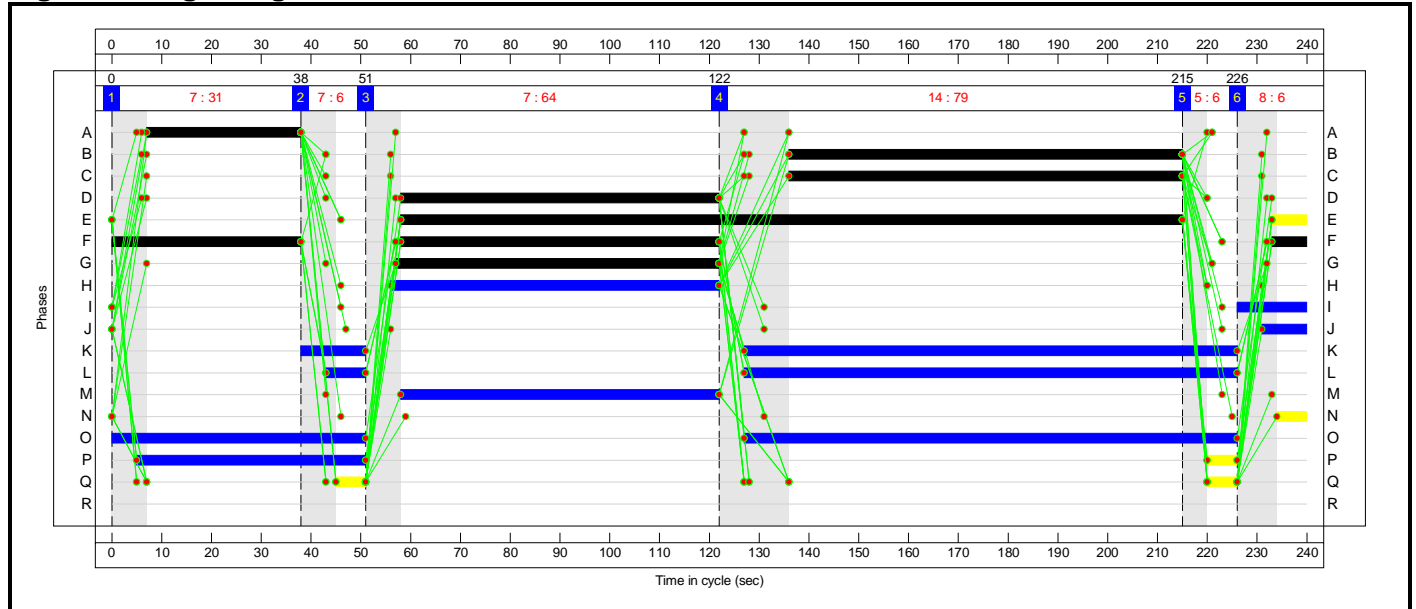


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	5	6
Duration	31	6	64	79	6	6
Change Point	0	38	51	122	215	226

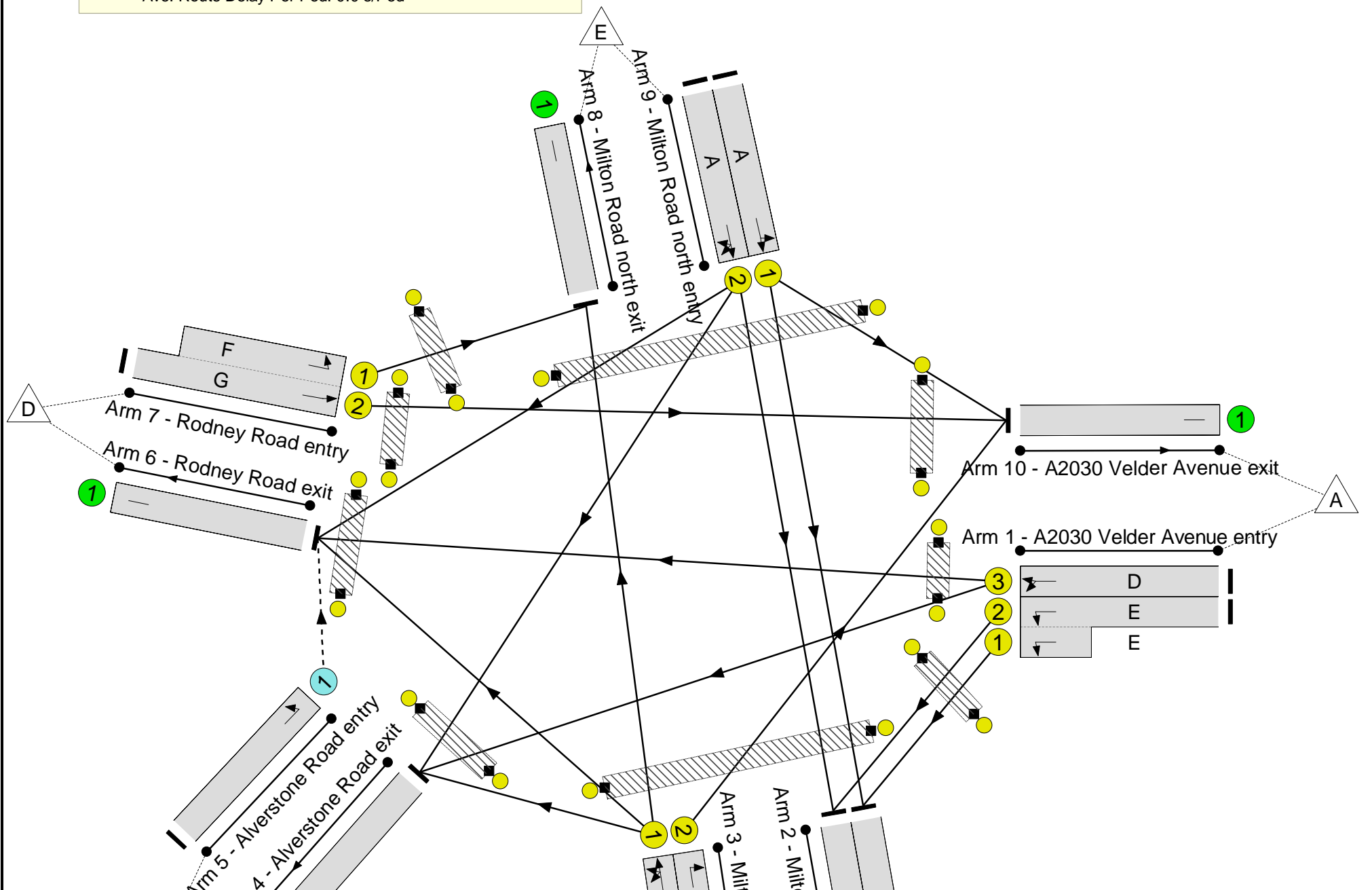
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Velder Avenue / Milton Road signalised junction
PRC: -24.7 %
Total Traffic Delay: 200.2 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	-	-		-	-	-	-	-	-	112.2%
A2030 Velder Avenue / Milton Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	112.2%
1/2+1/1	A2030 Velder Avenue entry Left	U	N/A	N/A	E		2	164	-	586	1741:1741	1320	44.4%
1/3	A2030 Velder Avenue entry Left Ahead	U	N/A	N/A	D		1	64	-	253	1915	519	48.8%
2/1	Milton Road south exit	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
2/2	Milton Road south exit	U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
3/1	Milton Road south entry Left Left2 Ahead	U	N/A	N/A	B		1	79	-	611	1915	638	95.7%
3/2	Milton Road south entry Right	U	N/A	N/A	C		1	79	-	616	1665	555	111.0%
4/1	Alverstone Road exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Alverstone Road entry Left	O	N/A	N/A	-		-	-	-	0	1990	1301	0.0%
6/1	Rodney Road exit	U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
7/2+7/1	Rodney Road entry Left Ahead	U	N/A	N/A	G F		1:2	65:109	-	700	1890:1718	624	112.2%
8/1	Milton Road north exit	U	N/A	N/A	-		-	-	-	806	Inf	Inf	0.0%
9/1	Milton Road north entry Ahead Left	U	N/A	N/A	A		1	31	-	282	1939	259	109.1%
9/2	Milton Road north entry Ahead Right Right2	U	N/A	N/A	A		1	31	-	264	1811	241	109.3%

Full Input Data And Results

10/1	A2030 Velder Avenue exit	U	N/A	N/A	-		-	-	-	1122	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	O		2	150	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	P		2	52	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	66	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	14	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	9	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		2	112	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	L		2	107	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	M		1	64	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	N		1	6	-	0	-	0	0.0%

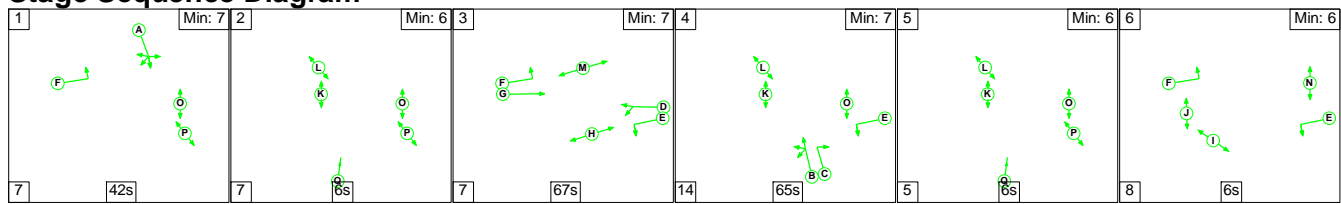
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-24.7	Total Delay for Signalled Lanes (pcuHr):	200.17	Cycle Time (s):	240
	PRC Over All Lanes (%):	-24.7	Total Delay Over All Lanes(pcuHr):	200.17		

Full Input Data And Results

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

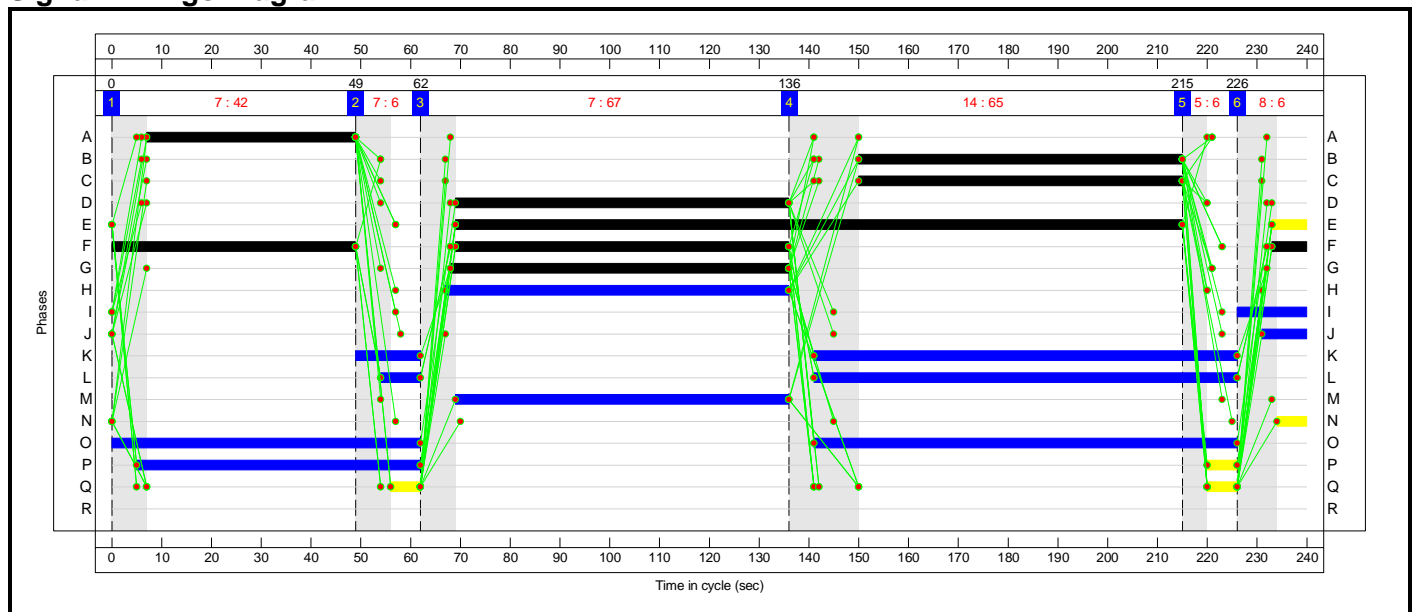
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	42	6	67	65	6	6
Change Point	0	49	62	136	215	226

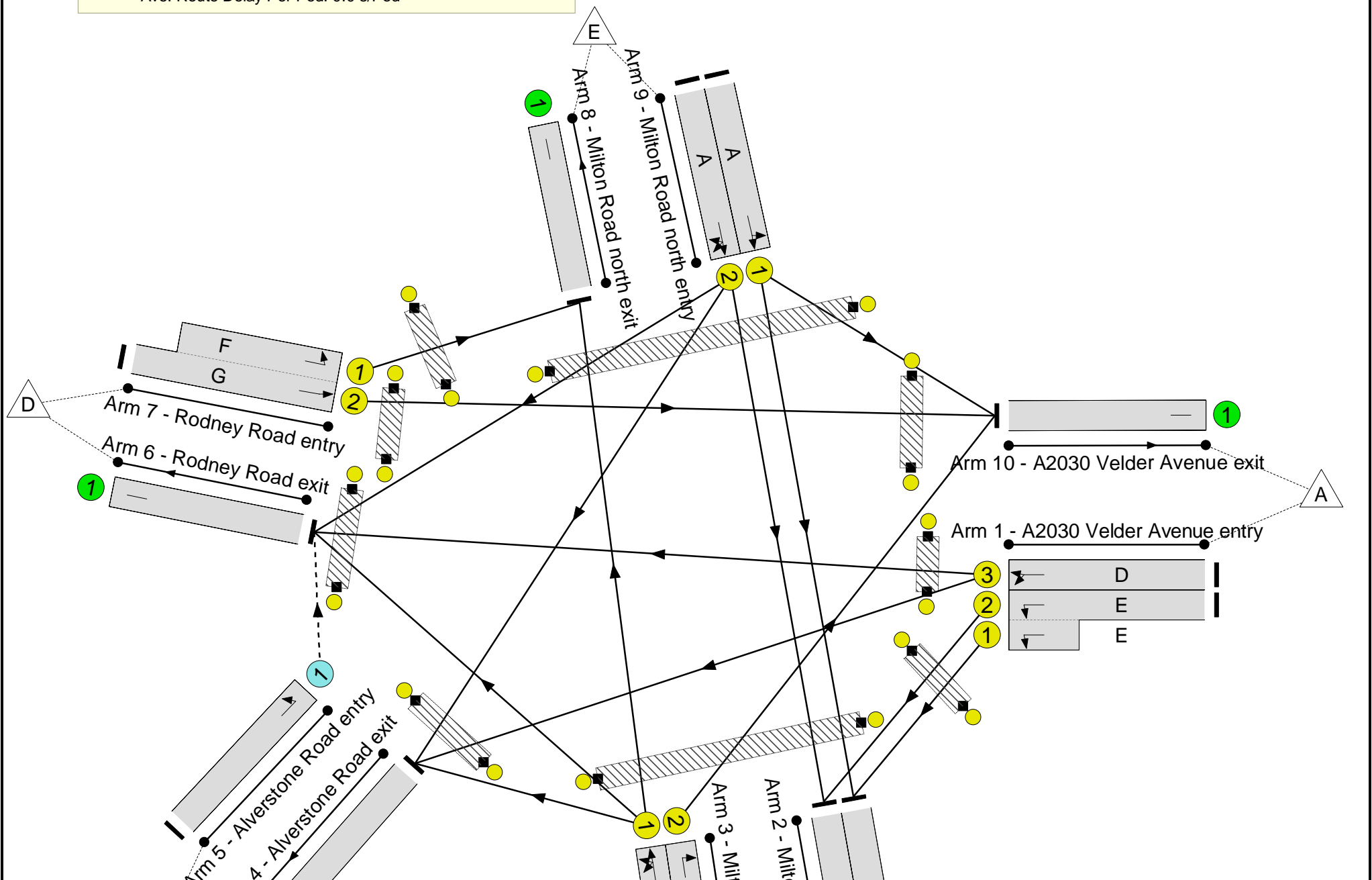
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Velder Avenue / Milton Road signalised junction
PRC: -21.7 %
Total Traffic Delay: 195.6 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	-	-		-	-	-	-	-	-	109.5%
A2030 Velder Avenue / Milton Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	109.5%
1/2+1/1	A2030 Velder Avenue entry Left	U	N/A	N/A	E		2	153	-	879	1741:1741	1240	70.9%
1/3	A2030 Velder Avenue entry Left Ahead	U	N/A	N/A	D		1	67	-	383	1915	543	70.6%
2/1	Milton Road south exit	U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
2/2	Milton Road south exit	U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%
3/1	Milton Road south entry Left Left2 Ahead	U	N/A	N/A	B		1	65	-	493	1915	527	93.6%
3/2	Milton Road south entry Right	U	N/A	N/A	C		1	65	-	495	1665	458	108.1%
4/1	Alverstone Road exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Alverstone Road entry Left	O	N/A	N/A	-		-	-	-	0	1990	1215	0.0%
6/1	Rodney Road exit	U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
7/2+7/1	Rodney Road entry Left Ahead	U	N/A	N/A	G F		1:2	68:123	-	733	1890:1718	669	109.5%
8/1	Milton Road north exit	U	N/A	N/A	-		-	-	-	728	Inf	Inf	0.0%
9/1	Milton Road north entry Ahead Left	U	N/A	N/A	A		1	42	-	379	1939	347	109.1%
9/2	Milton Road north entry Ahead Right Right2	U	N/A	N/A	A		1	42	-	361	1850	331	108.9%

Full Input Data And Results

10/1	A2030 Velder Avenue exit	U	N/A	N/A	-		-	-	-	995	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	O		2	147	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	P		2	63	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	69	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	14	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	9	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		2	98	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	L		2	93	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	M		1	67	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	N		1	6	-	0	-	0	0.0%

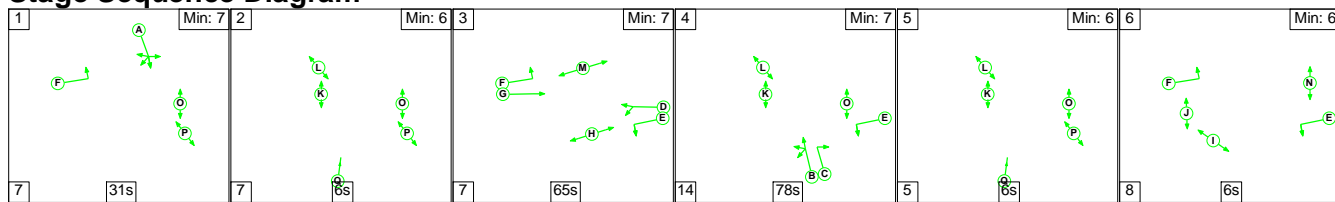
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-21.7	Total Delay for Signalled Lanes (pcuHr):	195.60	Cycle Time (s):	240
	PRC Over All Lanes (%):	-21.7	Total Delay Over All Lanes(pcuHr):	195.60		

Full Input Data And Results

Scenario 3: 'EMM - DS1 AM' (FG3: 'EMM - DS1 AM', Plan 1: 'Network Control Plan 1')

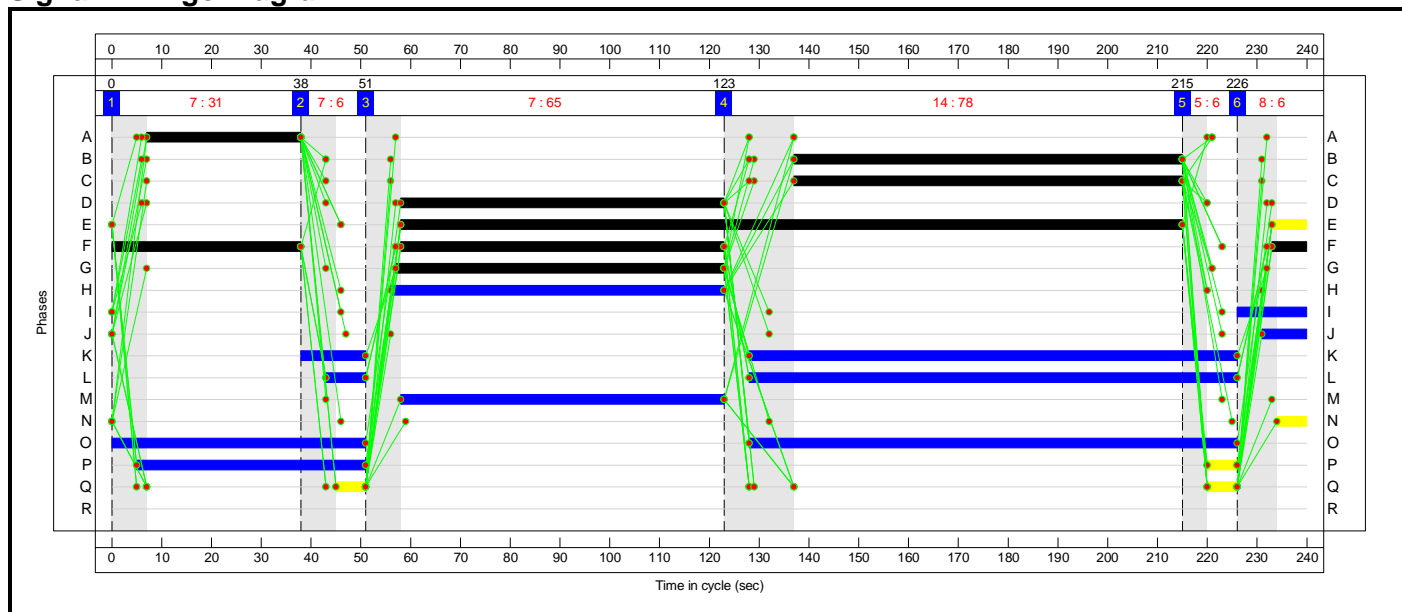
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	31	6	65	78	6	6
Change Point	0	38	51	123	215	226

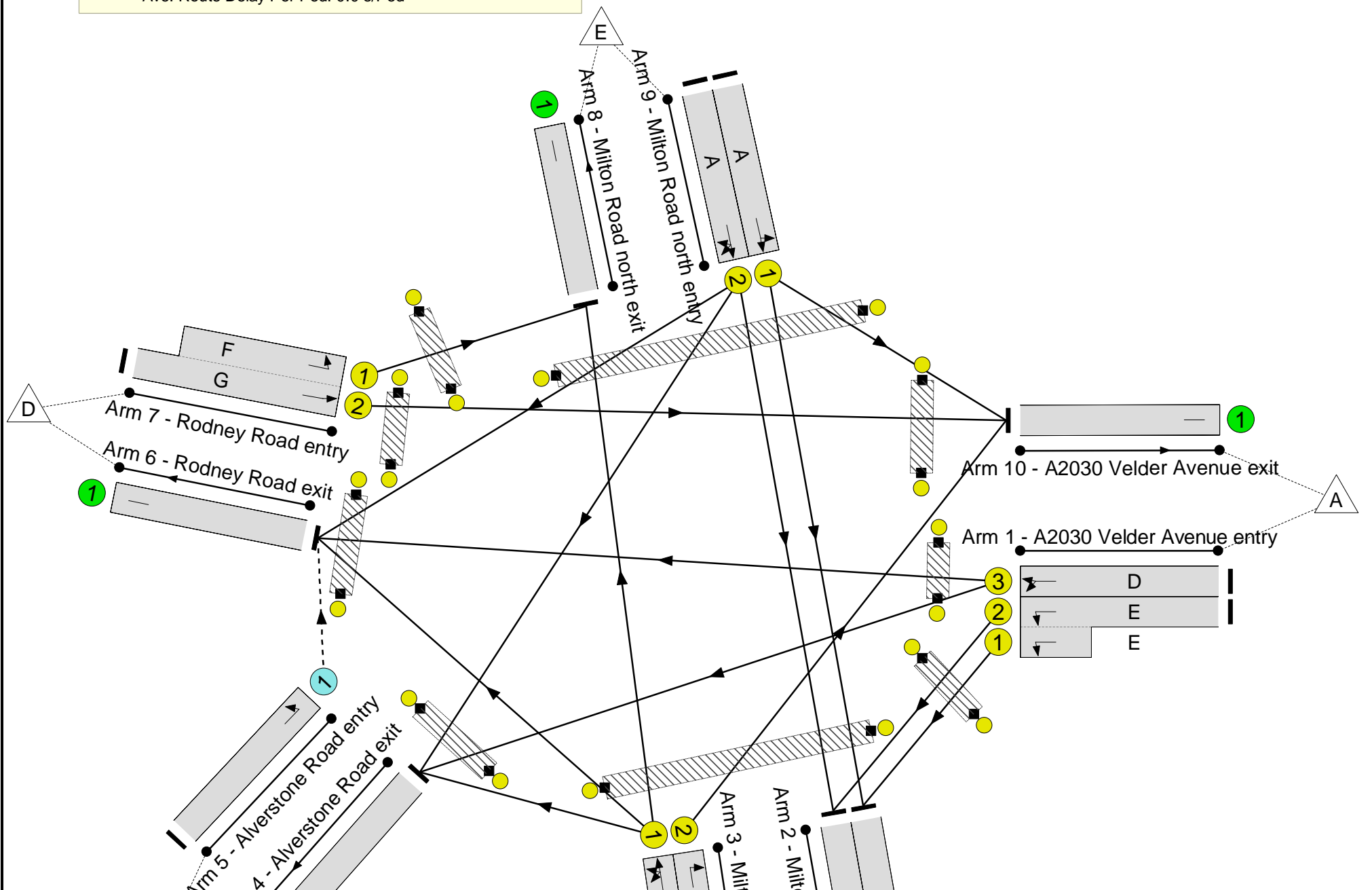
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Velder Avenue / Milton Road signalised junction
PRC: -25.3 %
Total Traffic Delay: 215.2 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	-	-		-	-	-	-	-	-	112.8%
A2030 Velder Avenue / Milton Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	112.8%
1/2+1/1	A2030 Velder Avenue entry Left	U	N/A	N/A	E		2	164	-	523	1741:1741	1320	39.6%
1/3	A2030 Velder Avenue entry Left Ahead	U	N/A	N/A	D		1	65	-	251	1915	527	47.7%
2/1	Milton Road south exit	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
2/2	Milton Road south exit	U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
3/1	Milton Road south entry Left Left2 Ahead	U	N/A	N/A	B		1	78	-	610	1915	630	96.8%
3/2	Milton Road south entry Right	U	N/A	N/A	C		1	78	-	618	1665	548	112.8%
4/1	Alverstone Road exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Alverstone Road entry Left	O	N/A	N/A	-		-	-	-	0	1990	1316	0.0%
6/1	Rodney Road exit	U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
7/2+7/1	Rodney Road entry Left Ahead	U	N/A	N/A	G F		1:2	66:110	-	698	1890:1718	621	112.4%
8/1	Milton Road north exit	U	N/A	N/A	-		-	-	-	789	Inf	Inf	0.0%
9/1	Milton Road north entry Ahead Left	U	N/A	N/A	A		1	31	-	290	1939	259	112.2%
9/2	Milton Road north entry Ahead Right Right2	U	N/A	N/A	A		1	31	-	271	1818	242	111.8%

Full Input Data And Results

10/1	A2030 Velder Avenue exit	U	N/A	N/A	-		-	-	-	1138	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	O		2	149	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	P		2	52	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	67	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	14	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	9	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		2	111	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	L		2	106	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	M		1	65	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	N		1	6	-	0	-	0	0.0%

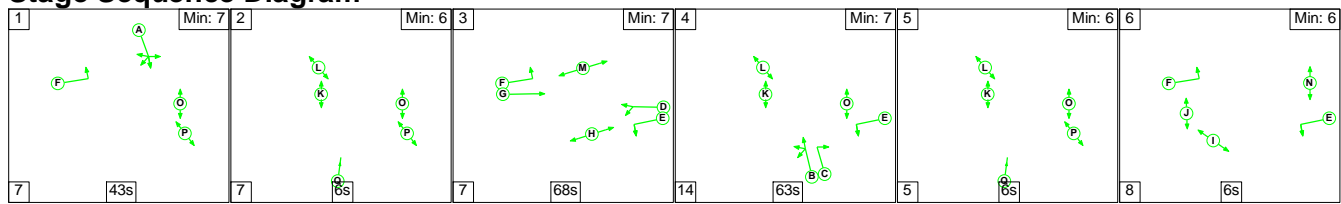
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-25.3	Total Delay for Signalled Lanes (pcuHr):	215.18	Cycle Time (s):	240
	PRC Over All Lanes (%):	-25.3	Total Delay Over All Lanes(pcuHr):	215.18		

Full Input Data And Results

Scenario 4: 'EMM - DS1 PM' (FG4: 'EMM - DS1 PM', Plan 1: 'Network Control Plan 1')

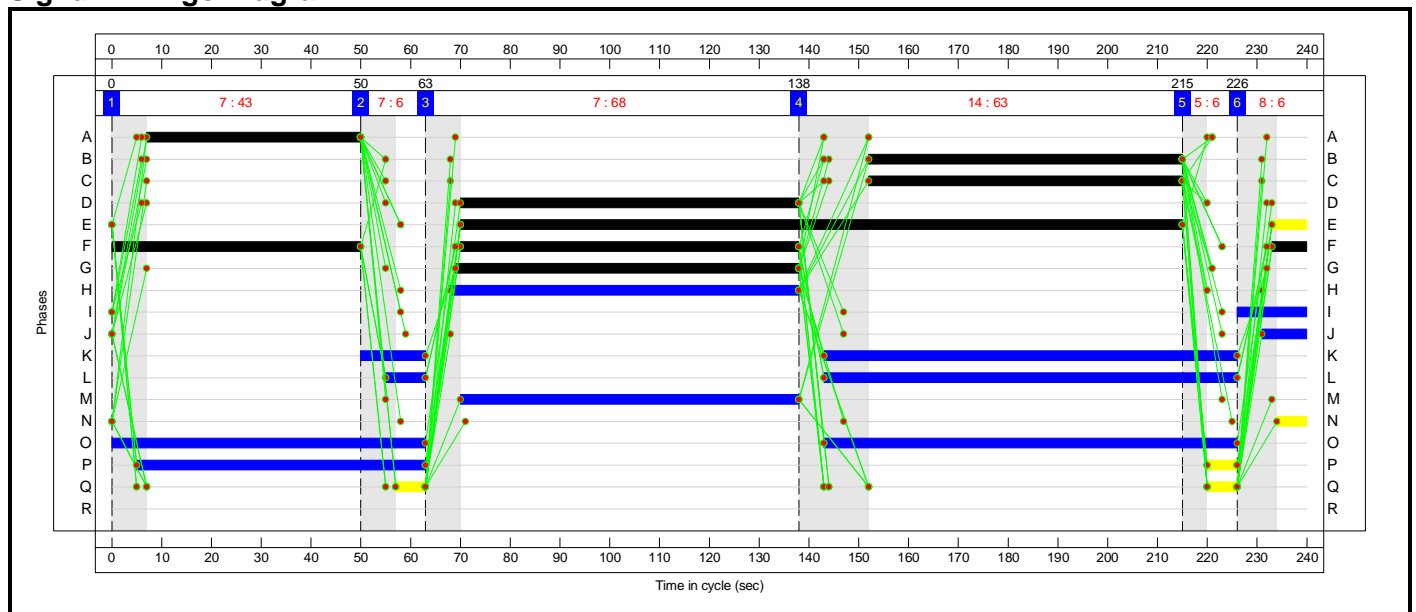
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	43	6	68	63	6	6
Change Point	0	50	63	138	215	226

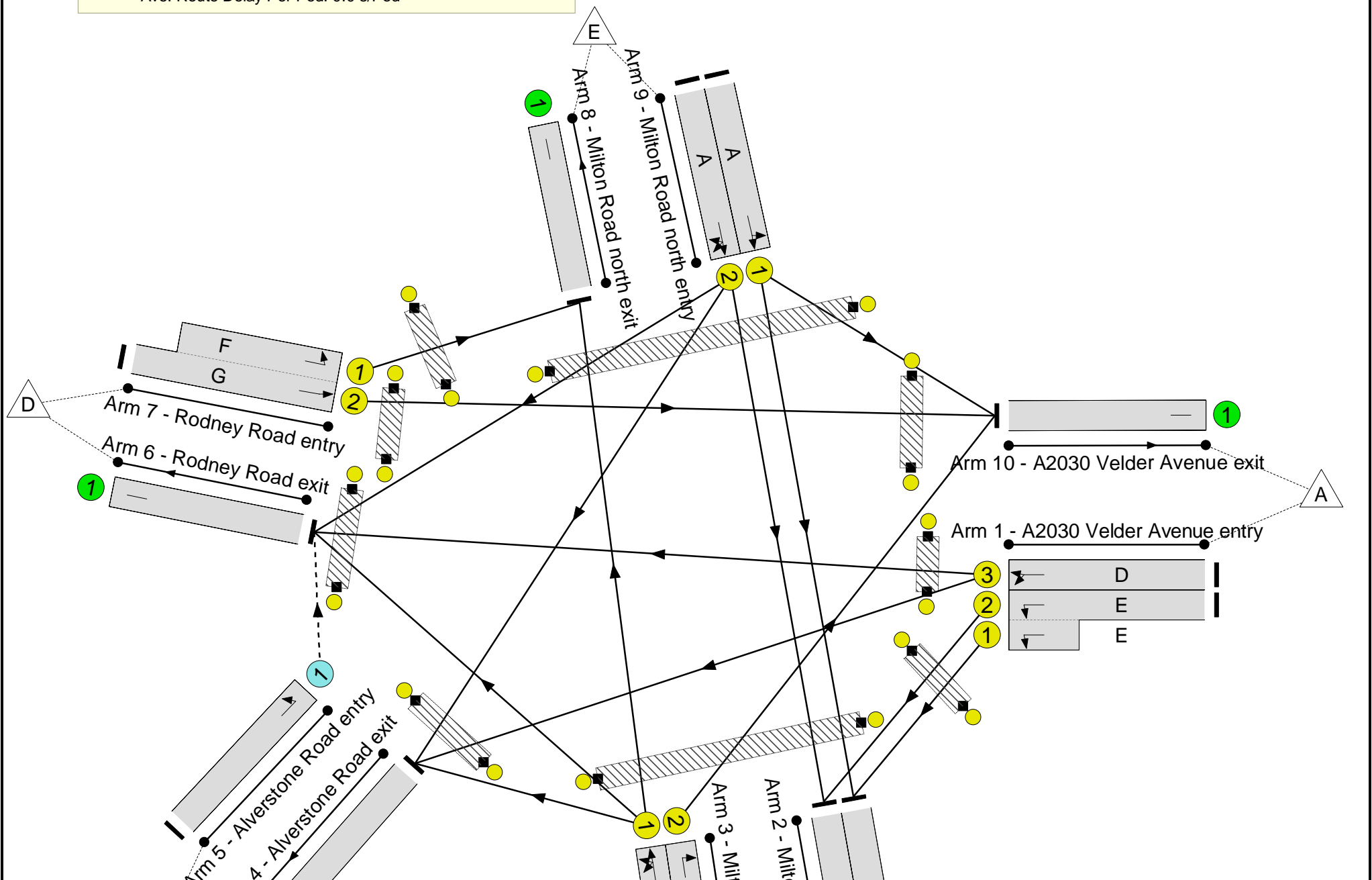
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Velder Avenue / Milton Road signalised junction
PRC: -21.1 %
Total Traffic Delay: 190.8 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	-	-		-	-	-	-	-	-	109.0%
A2030 Velder Avenue / Milton Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	109.0%
1/2+1/1	A2030 Velder Avenue entry Left	U	N/A	N/A	E		2	152	-	779	1741:1741	1233	63.2%
1/3	A2030 Velder Avenue entry Left Ahead	U	N/A	N/A	D		1	68	-	280	1915	551	50.9%
2/1	Milton Road south exit	U	N/A	N/A	-		-	-	-	775	Inf	Inf	0.0%
2/2	Milton Road south exit	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
3/1	Milton Road south entry Left Left2 Ahead	U	N/A	N/A	B		1	63	-	485	1915	511	95.0%
3/2	Milton Road south entry Right	U	N/A	N/A	C		1	63	-	484	1665	444	109.0%
4/1	Alverstone Road exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Alverstone Road entry Left	O	N/A	N/A	-		-	-	-	0	1990	1332	0.0%
6/1	Rodney Road exit	U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
7/2+7/1	Rodney Road entry Left Ahead	U	N/A	N/A	G F		1:2	69:125	-	729	1890:1718	669	109.0%
8/1	Milton Road north exit	U	N/A	N/A	-		-	-	-	708	Inf	Inf	0.0%
9/1	Milton Road north entry Ahead Left	U	N/A	N/A	A		1	43	-	386	1939	355	108.6%
9/2	Milton Road north entry Ahead Right Right2	U	N/A	N/A	A		1	43	-	371	1867	342	108.4%

Full Input Data And Results

10/1	A2030 Velder Avenue exit	U	N/A	N/A	-		-	-	-	991	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	O		2	146	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	P		2	64	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	70	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	14	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	9	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		2	96	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	L		2	91	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	M		1	68	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	N		1	6	-	0	-	0	0.0%

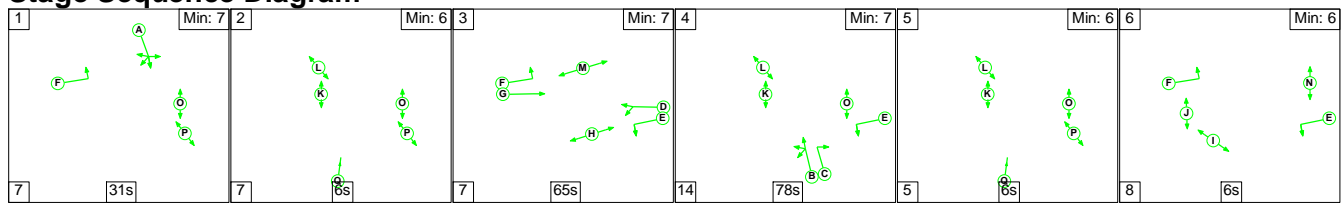
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-21.1	Total Delay for Signalled Lanes (pcuHr):	190.82	Cycle Time (s):	240
	PRC Over All Lanes (%):	-21.1	Total Delay Over All Lanes(pcuHr):	190.82		

Full Input Data And Results

Scenario 5: 'EML - DS2 AM' (FG5: 'EML - DS2 AM', Plan 1: 'Network Control Plan 1')

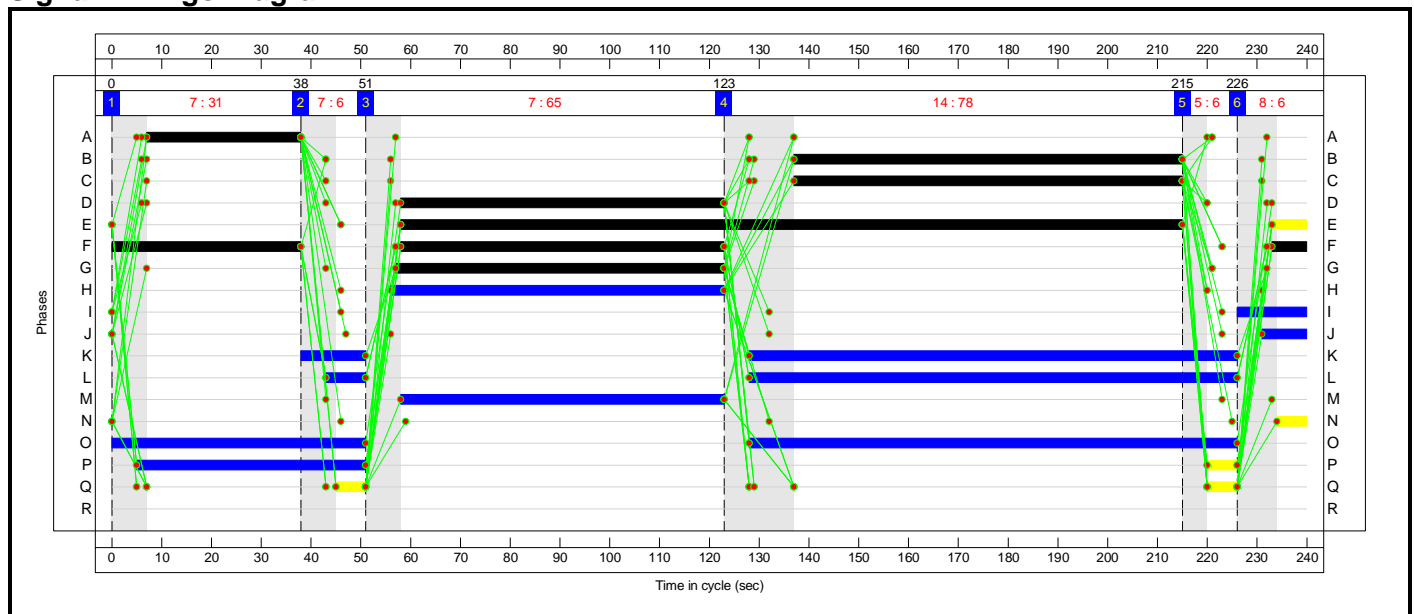
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	31	6	65	78	6	6
Change Point	0	38	51	123	215	226

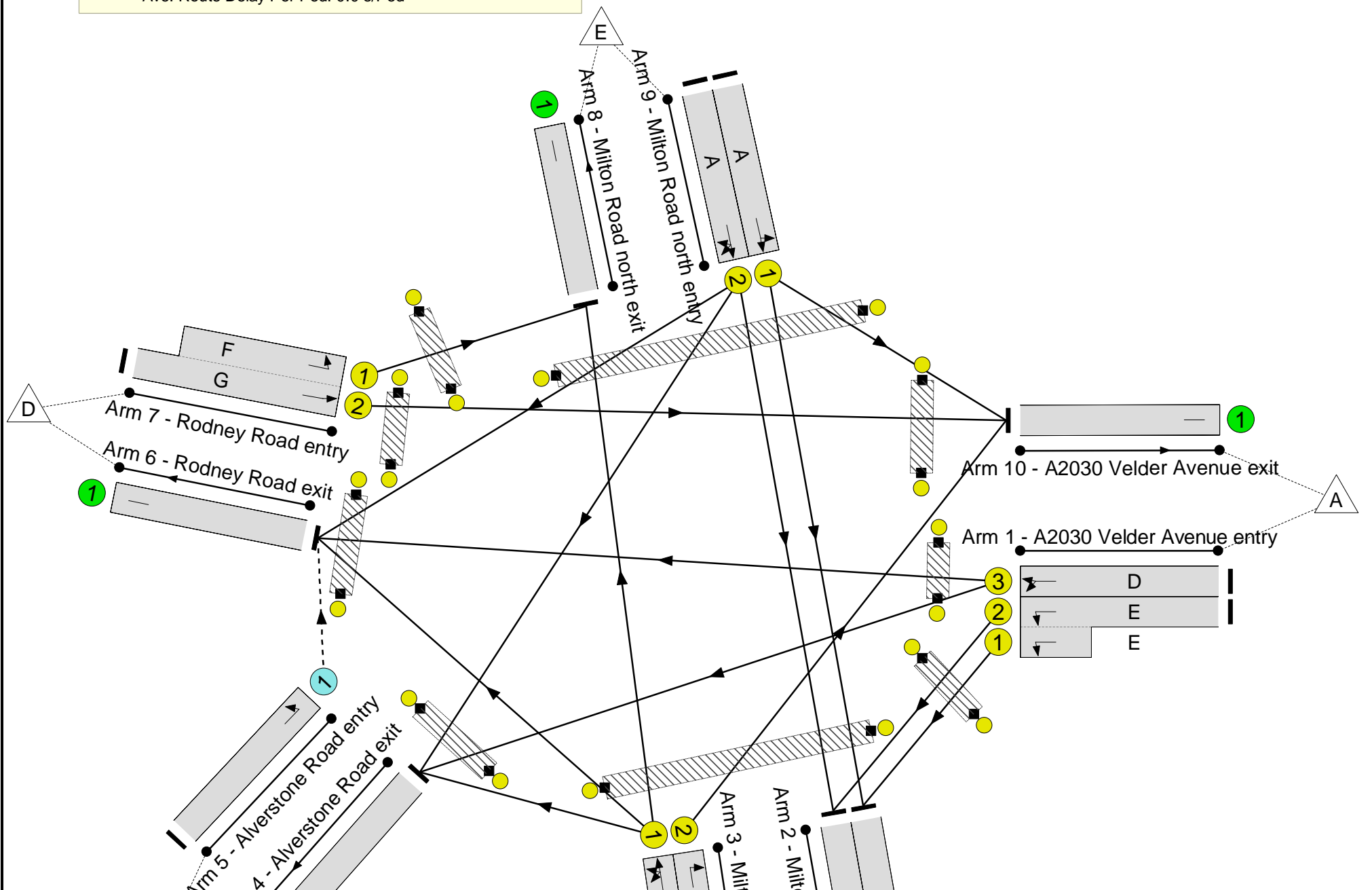
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Velder Avenue / Milton Road signalised junction
PRC: -23.5 %
Total Traffic Delay: 195.9 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	-	-		-	-	-	-	-	-	111.1%
A2030 Velder Avenue / Milton Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	111.1%
1/2+1/1	A2030 Velder Avenue entry Left	U	N/A	N/A	E		2	164	-	575	1741:1741	1320	43.6%
1/3	A2030 Velder Avenue entry Left Ahead	U	N/A	N/A	D		1	65	-	251	1915	527	47.7%
2/1	Milton Road south exit	U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%
2/2	Milton Road south exit	U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
3/1	Milton Road south entry Left Left2 Ahead	U	N/A	N/A	B		1	78	-	618	1915	630	98.0%
3/2	Milton Road south entry Right	U	N/A	N/A	C		1	78	-	605	1665	548	110.4%
4/1	Alverstone Road exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Alverstone Road entry Left	O	N/A	N/A	-		-	-	-	0	1990	1308	0.0%
6/1	Rodney Road exit	U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%
7/2+7/1	Rodney Road entry Left Ahead	U	N/A	N/A	G F		1:2	66:110	-	697	1890:1718	627	111.1%
8/1	Milton Road north exit	U	N/A	N/A	-		-	-	-	806	Inf	Inf	0.0%
9/1	Milton Road north entry Ahead Left	U	N/A	N/A	A		1	31	-	282	1939	259	109.1%
9/2	Milton Road north entry Ahead Right Right2	U	N/A	N/A	A		1	31	-	263	1813	242	108.8%

Full Input Data And Results

10/1	A2030 Velder Avenue exit	U	N/A	N/A	-		-	-	-	1115	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	O		2	149	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	P		2	52	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	67	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	14	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	9	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		2	111	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	L		2	106	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	M		1	65	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	N		1	6	-	0	-	0	0.0%

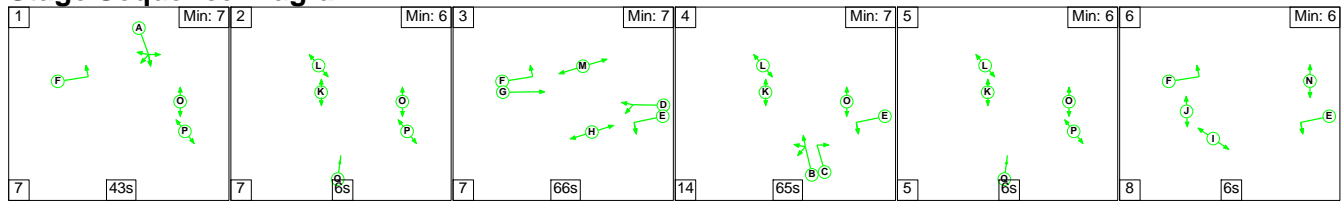
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-23.5	Total Delay for Signalled Lanes (pcuHr):	195.93	Cycle Time (s):	240
	PRC Over All Lanes (%):	-23.5	Total Delay Over All Lanes(pcuHr):	195.93		

Full Input Data And Results

Scenario 6: 'EML - DS2 PM' (FG6: 'EML - DS2 PM', Plan 1: 'Network Control Plan 1')

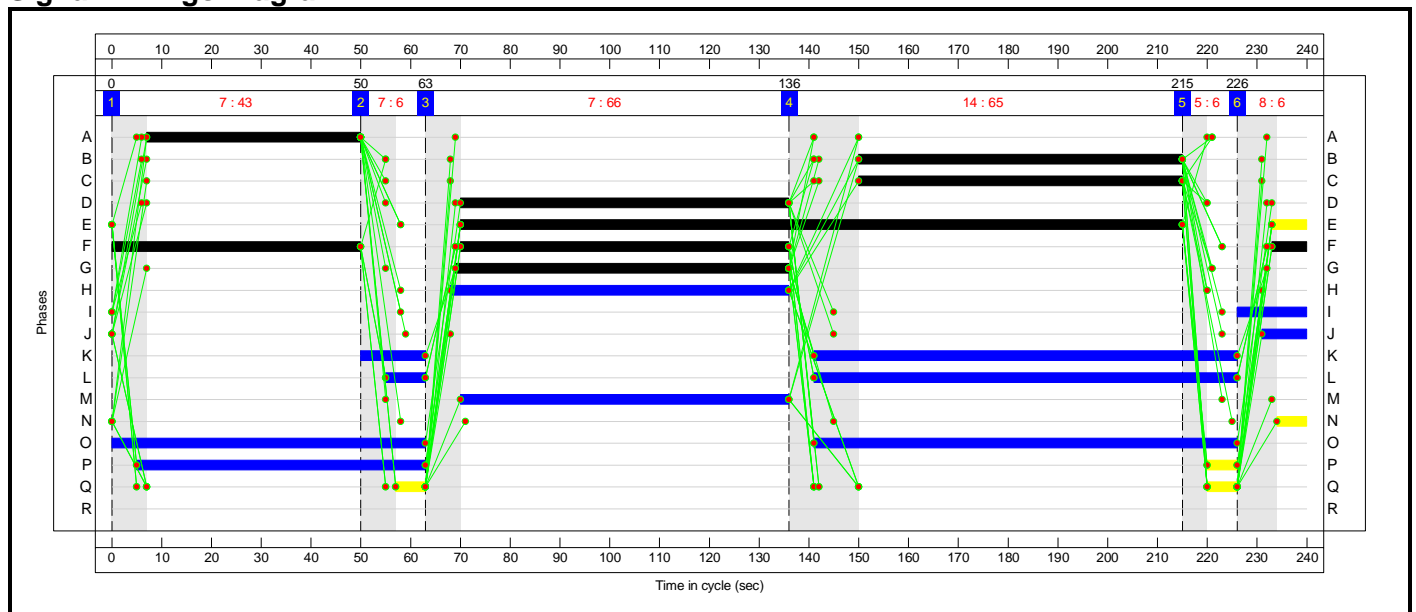
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	43	6	66	65	6	6
Change Point	0	50	63	136	215	226

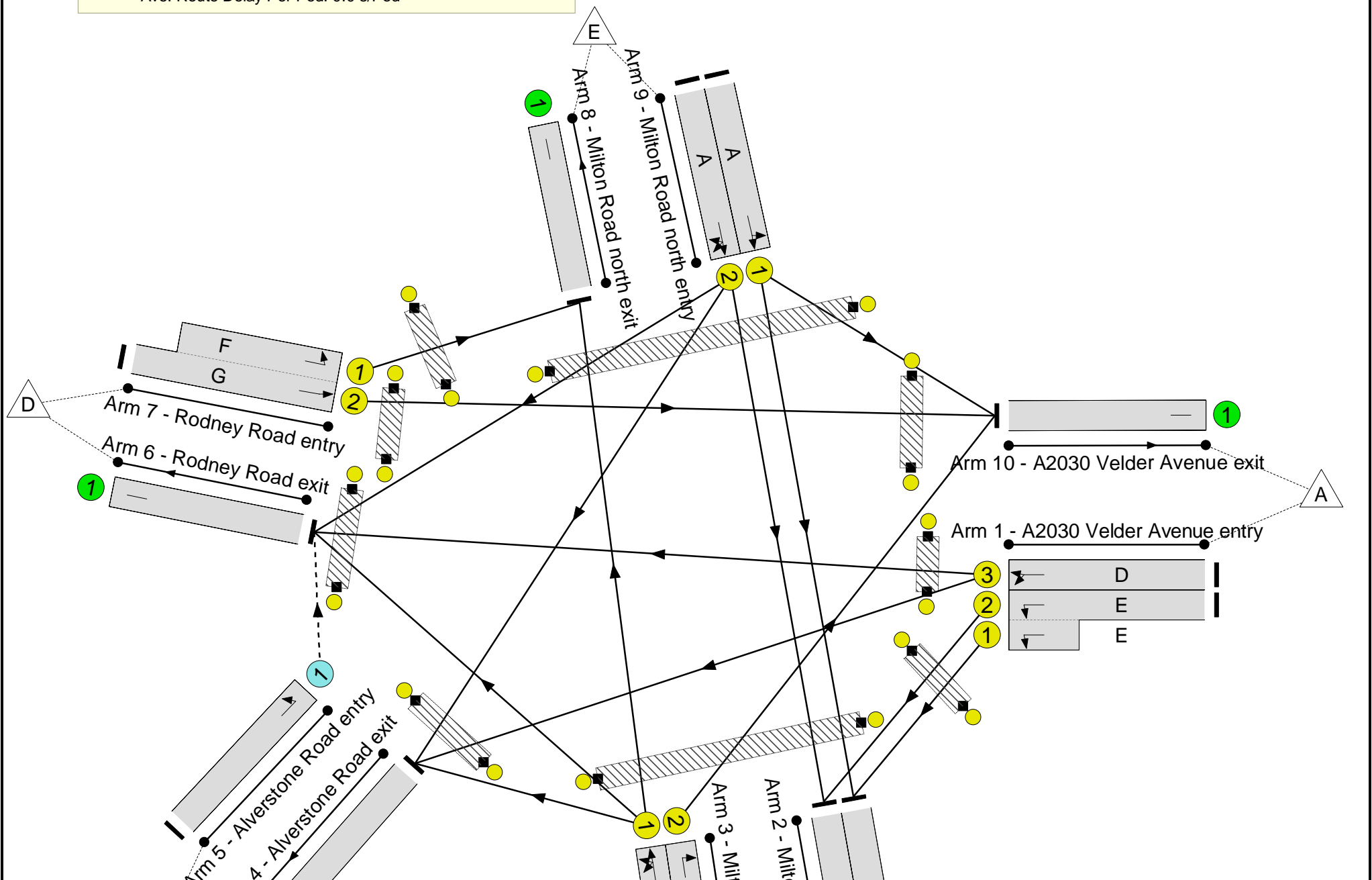
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A2030 Velder Avenue / Milton Road signalised junction
PRC: -19.0 %
Total Traffic Delay: 172.3 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	-	-		-	-	-	-	-	-	107.1%
A2030 Velder Avenue / Milton Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	107.1%
1/2+1/1	A2030 Velder Avenue entry Left	U	N/A	N/A	E		2	152	-	873	1741:1741	1233	70.8%
1/3	A2030 Velder Avenue entry Left Ahead	U	N/A	N/A	D		1	66	-	377	1915	535	70.5%
2/1	Milton Road south exit	U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
2/2	Milton Road south exit	U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
3/1	Milton Road south entry Left Left2 Ahead	U	N/A	N/A	B		1	65	-	496	1915	527	94.2%
3/2	Milton Road south entry Right	U	N/A	N/A	C		1	65	-	483	1665	458	105.5%
4/1	Alverstone Road exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Alverstone Road entry Left	O	N/A	N/A	-		-	-	-	0	1990	1219	0.0%
6/1	Rodney Road exit	U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
7/2+7/1	Rodney Road entry Left Ahead	U	N/A	N/A	G F		1:2	67:123	-	718	1890:1718	671	107.1%
8/1	Milton Road north exit	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
9/1	Milton Road north entry Ahead Left	U	N/A	N/A	A		1	43	-	379	1939	355	106.6%
9/2	Milton Road north entry Ahead Right Right2	U	N/A	N/A	A		1	43	-	361	1852	340	106.3%

Full Input Data And Results

10/1	A2030 Velder Avenue exit	U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	O		2	148	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	P		2	64	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	68	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	14	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	9	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		2	98	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	L		2	93	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	M		1	66	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	N		1	6	-	0	-	0	0.0%

Full Input Data And Results

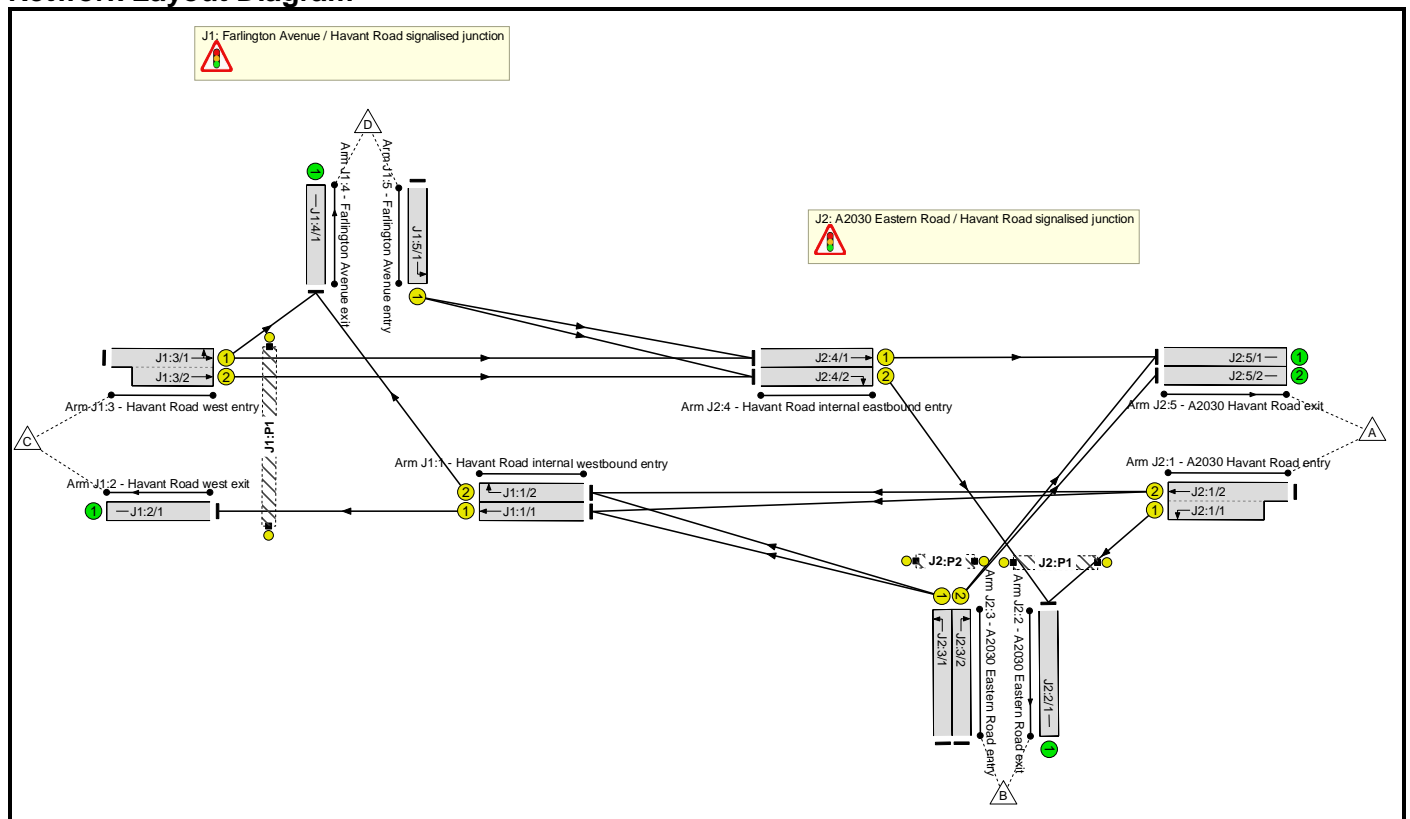
C1	PRC for Signalled Lanes (%):	-19.0	Total Delay for Signalled Lanes (pcuHr):	172.26	Cycle Time (s):	240
	PRC Over All Lanes (%):	-19.0	Total Delay Over All Lanes(pcuHr):	172.26		

Full Input Data And Results
Full Input Data And Results

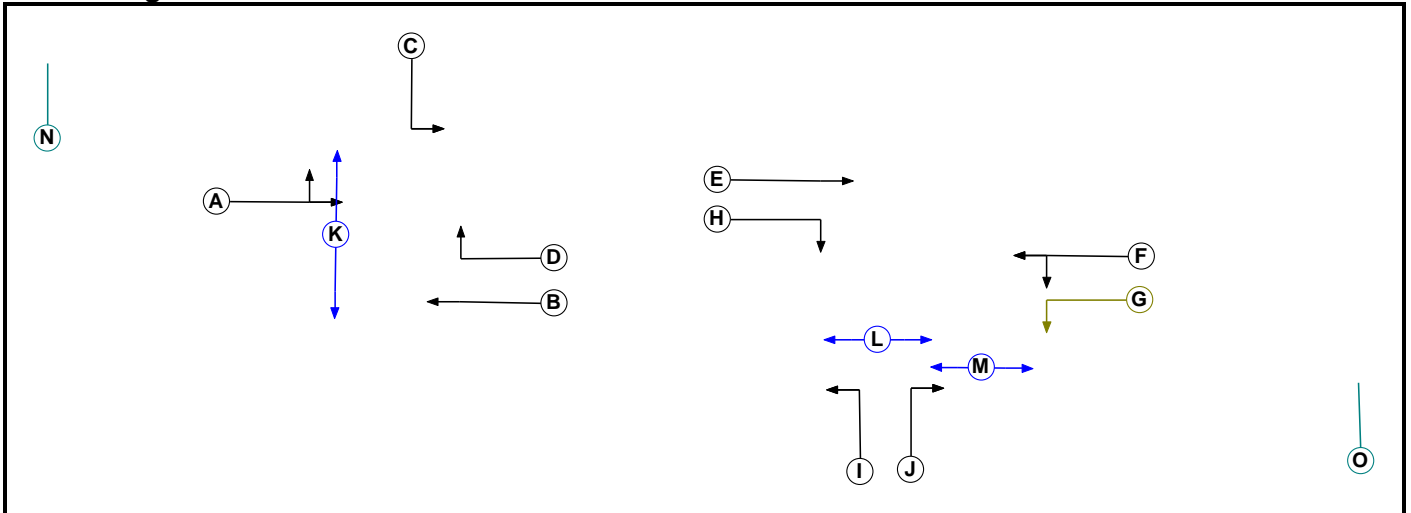
User and Project Details

Project:	
Title:	A2030 / Farlington Avenue / A2030 Eastern Road / Havant Road traffic signal junction
Location:	
Additional detail:	
File name:	A2030_Farlington Ave_A2030 Eastern Rd_Havant Rd.lsg3x
Author:	
Company:	
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	1		7	7
D	Traffic	1		7	7
E	Traffic	2		7	7
F	Traffic	2		7	7
G	Filter	2	F	4	0
H	Traffic	2		7	7
I	Traffic	2		7	7
J	Traffic	2		7	7
K	Pedestrian	1		7	7
L	Pedestrian	2		7	7
M	Pedestrian	2		7	7
N	Dummy	1		3	3
O	Dummy	2		3	3

Phase Intergrens Matrix

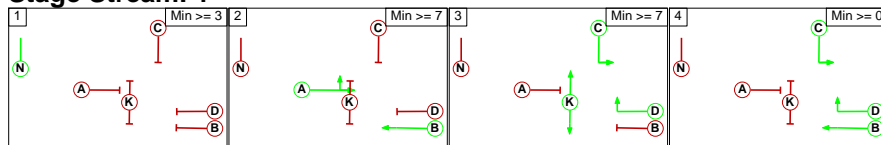
		Starting Phase														
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Terminating Phase	A	-	-	6	5	-	-	-	-	-	-	5	-	-	3	-
	B	-	-	-	-	-	-	-	-	-	-	6	-	-	3	-
	C	6	-	-	-	-	-	-	-	-	-	-	-	-	3	-
	D	5	-	-	-	-	-	-	-	-	-	-	-	-	3	-
	E	-	-	-	-	-	-	-	-	-	5	-	-	-	-	3
	F	-	-	-	-	-	-	-	7	7	7	-	-	-	-	3
	G	-	-	-	-	-	-	-	5	-	-	-	-	7	-	3
	H	-	-	-	-	-	6	6	-	-	6	-	-	9	-	3
	I	-	-	-	-	-	5	-	-	-	-	-	5	-	-	3
	J	-	-	-	-	5	5	-	5	-	-	-	5	-	-	3
	K	0	0	-	-	-	-	-	-	-	-	-	-	-	3	-
	L	-	-	-	-	-	-	-	-	0	0	-	-	-	-	3
	M	-	-	-	-	-	-	0	0	-	-	-	-	-	-	3
	N	2	2	2	2	-	-	-	-	-	-	2	-	-	-	-
	O	-	-	-	-	2	2	2	2	2	2	-	2	2	-	-

Phases in Stage

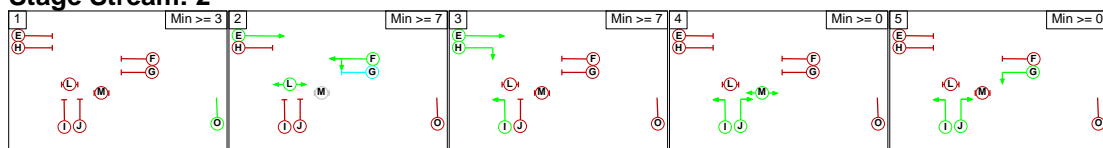
Stream	Stage No.	Phases in Stage
1	1	N
1	2	A B
1	3	C D K
1	4	B C D
2	1	O
2	2	E F L
2	3	E H I
2	4	I J M
2	5	G I J

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

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					

Prohibited Stage Change

Stage Stream: 1

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

Stage Stream: 2

		To Stage				
		1	2	3	4	5
From Stage	1		2	2	2	2
	2	3		7	7	7
	3	3	6		9	6
	4	3	5	5		0
	5	X	5	X	X	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Farlington Avenue / Havant Road signalised junction

There are no Opposed Lanes in this Junction

Junction: J2: A2030 Eastern Road / Havant Road signalised junction

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: Farlington Avenue / Havant Road signalised junction												
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)
J1:1/1 (Havant Road internal westbound entry)	U	B	2	3	16.5	Geom	-	3.00	0.00	Y	Arm J1:2 Ahead	Inf
J1:1/2 (Havant Road internal westbound entry)	U	D	2	3	16.5	Geom	-	3.00	0.00	Y	Arm J1:4 Right	8.00
J1:2/1 (Havant Road west exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/1 (Havant Road west entry)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:4 Left	6.00
											Arm J2:4 Ahead	Inf
J1:3/2 (Havant Road west entry)	U	A	2	3	7.0	Geom	-	3.00	0.00	Y	Arm J2:4 Ahead	Inf
J1:4/1 (Farlington Avenue exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Farlington Avenue entry)	U	C	2	3	60.0	Geom	-	2.75	0.00	Y	Arm J2:4 Left	10.00

Full Input Data And Results

Junction: J2: A2030 Eastern Road / Havant Road signalised junction												
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)
J2:1/1 (A2030 Havant Road entry)	U	F G	2	3	17.4	Geom	-	3.00	0.00	Y	Arm J2:2 Left	18.00
J2:1/2 (A2030 Havant Road entry)	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:1 Ahead	Inf
J2:2/1 (A2030 Eastern Road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:3/1 (A2030 Eastern Road entry)	U	I	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:1 Left	12.00
J2:3/2 (A2030 Eastern Road entry)	U	J	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J2:5 Right	12.00
J2:4/1 (Havant Road internal eastbound entry)	U	E	2	3	15.7	Geom	-	3.00	0.00	Y	Arm J2:5 Ahead	Inf
J2:4/2 (Havant Road internal eastbound entry)	U	H	2	3	15.7	Geom	-	3.00	0.00	Y	Arm J2:2 Right	15.00
J2:5/1 (A2030 Havant Road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/2 (A2030 Havant Road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'ELM - DM AM'	08:00	09:00	01:00	
2: 'ELM - DM PM'	17:00	18:00	01:00	
3: 'EMM - DS1 AM'	08:00	09:00	01:00	
4: 'EMM - DS1 PM'	17:00	18:00	01:00	
5: 'EML - DS2 AM'	08:00	09:00	01:00	
6: 'EML - DS2 PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	145	431	132	708
	B	106	0	114	35	255
	C	564	131	0	60	755
	D	237	55	0	0	292
	Tot.	907	331	545	227	2010

Traffic Lane Flows

Lane	Scenario 1: ELM - DM AM
Junction: J1: Farlington Avenue / Havant Road signalised junction	
J1:1/1	545
J1:1/2	167
J1:2/1	545
J1:3/1 (with short)	755(In) 624(Out)
J1:3/2 (short)	131
J1:4/1	227
J1:5/1	292
Junction: J2: A2030 Eastern Road / Havant Road signalised junction	
J2:1/1 (short)	145
J2:1/2 (with short)	708(In) 563(Out)
J2:2/1	331
J2:3/1	149
J2:3/2	106
J2:4/1	801
J2:4/2	186
J2:5/1	854
J2:5/2	53

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Farlington Avenue / Havant Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Havant Road internal westbound entry)	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J1:1/2 (Havant Road internal westbound entry)	3.00	0.00	Y	Arm J1:4 Right	8.00	100.0 %	1613	1613
J1:2/1 (Havant Road west exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Havant Road west entry)	3.00	0.00	Y	Arm J1:4 Left Arm J2:4 Ahead	6.00 Inf	9.6 % 90.4 %	1870	1870
J1:3/2 (Havant Road west entry)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J1:4/1 (Farlington Avenue exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Farlington Avenue entry)	2.75	0.00	Y	Arm J2:4 Left	10.00	100.0 %	1643	1643

Junction: J2: A2030 Eastern Road / Havant Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A2030 Havant Road entry)	3.00	0.00	Y	Arm J2:2 Left	18.00	100.0 %	1768	1768
J2:1/2 (A2030 Havant Road entry)	3.00	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1915	1915
J2:2/1 (A2030 Eastern Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A2030 Eastern Road entry)	3.00	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1702	1702
J2:3/2 (A2030 Eastern Road entry)	3.00	0.00	Y	Arm J2:5 Right	12.00	100.0 %	1702	1702
J2:4/1 (Havant Road internal eastbound entry)	3.00	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Havant Road internal eastbound entry)	3.00	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1741	1741
J2:5/1 (A2030 Havant Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/2 (A2030 Havant Road exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	142	411	157	710	
B	200	0	170	65	435	
C	688	118	0	73	879	
D	146	25	0	0	171	
Tot.	1034	285	581	295	2195	

Traffic Lane Flows

Lane	Scenario 2: ELM - DM PM
Junction: J1: Farlington Avenue / Havant Road signalised junction	
J1:1/1	581
J1:1/2	222
J1:2/1	581
J1:3/1 (with short)	879(In) 761(Out)
J1:3/2 (short)	118
J1:4/1	295
J1:5/1	171
Junction: J2: A2030 Eastern Road / Havant Road signalised junction	
J2:1/1 (short)	142
J2:1/2 (with short)	710(In) 568(Out)
J2:2/1	285
J2:3/1	235
J2:3/2	200
J2:4/1	834
J2:4/2	143
J2:5/1	934
J2:5/2	100

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Farlington Avenue / Havant Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Havant Road internal westbound entry)	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J1:1/2 (Havant Road internal westbound entry)	3.00	0.00	Y	Arm J1:4 Right	8.00	100.0 %	1613	1613
J1:2/1 (Havant Road west exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Havant Road west entry)	3.00	0.00	Y	Arm J1:4 Left Arm J2:4 Ahead	6.00 Inf	9.6 % 90.4 %	1870	1870
J1:3/2 (Havant Road west entry)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J1:4/1 (Farlington Avenue exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Farlington Avenue entry)	2.75	0.00	Y	Arm J2:4 Left	10.00	100.0 %	1643	1643

Junction: J2: A2030 Eastern Road / Havant Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A2030 Havant Road entry)	3.00	0.00	Y	Arm J2:2 Left	18.00	100.0 %	1768	1768
J2:1/2 (A2030 Havant Road entry)	3.00	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1915	1915
J2:2/1 (A2030 Eastern Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A2030 Eastern Road entry)	3.00	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1702	1702
J2:3/2 (A2030 Eastern Road entry)	3.00	0.00	Y	Arm J2:5 Right	12.00	100.0 %	1702	1702
J2:4/1 (Havant Road internal eastbound entry)	3.00	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Havant Road internal eastbound entry)	3.00	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1741	1741
J2:5/1 (A2030 Havant Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/2 (A2030 Havant Road exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'EMM - DS1 AM' (FG3: 'EMM - DS1 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	238	577	0	815	
B	112	0	3	0	115	
C	679	0	0	177	856	
D	45	0	0	0	45	
Tot.	836	238	580	177	1831	

Traffic Lane Flows

Lane	Scenario 3: EMM - DS1 AM
Junction: J1: Farlington Avenue / Havant Road signalised junction	
J1:1/1	580
J1:1/2	0
J1:2/1	580
J1:3/1 (with short)	856(In) 856(Out)
J1:3/2 (short)	0
J1:4/1	177
J1:5/1	45
Junction: J2: A2030 Eastern Road / Havant Road signalised junction	
J2:1/1 (short)	238
J2:1/2 (with short)	815(In) 577(Out)
J2:2/1	238
J2:3/1	3
J2:3/2	112
J2:4/1	724
J2:4/2	0
J2:5/1	780
J2:5/2	56

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Farlington Avenue / Havant Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Havant Road internal westbound entry)	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J1:1/2 (Havant Road internal westbound entry)	3.00	0.00	Y	Arm J1:4 Right	8.00	0.0 %	1915	1915
J1:2/1 (Havant Road west exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Havant Road west entry)	3.00	0.00	Y	Arm J1:4 Left Arm J2:4 Ahead	6.00 Inf	20.7 % 79.3 %	1821	1821
J1:3/2 (Havant Road west entry)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	0.0 %	1915	1915
J1:4/1 (Farlington Avenue exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Farlington Avenue entry)	2.75	0.00	Y	Arm J2:4 Left	10.00	100.0 %	1643	1643

Junction: J2: A2030 Eastern Road / Havant Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A2030 Havant Road entry)	3.00	0.00	Y	Arm J2:2 Left	18.00	100.0 %	1768	1768
J2:1/2 (A2030 Havant Road entry)	3.00	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1915	1915
J2:2/1 (A2030 Eastern Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A2030 Eastern Road entry)	3.00	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1702	1702
J2:3/2 (A2030 Eastern Road entry)	3.00	0.00	Y	Arm J2:5 Right	12.00	100.0 %	1702	1702
J2:4/1 (Havant Road internal eastbound entry)	3.00	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Havant Road internal eastbound entry)	3.00	0.00	Y	Arm J2:2 Right	15.00	0.0 %	1915	1915
J2:5/1 (A2030 Havant Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/2 (A2030 Havant Road exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: 'EMM - DS1 PM' (FG4: 'EMM - DS1 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	193	619	0	812	
B	194	0	3	0	197	
C	791	0	0	282	1073	
D	37	0	0	0	37	
Tot.	1022	193	622	282	2119	

Traffic Lane Flows

Lane	Scenario 4: EMM - DS1 PM
Junction: J1: Farlington Avenue / Havant Road signalised junction	
J1:1/1	622
J1:1/2	0
J1:2/1	622
J1:3/1 (with short)	1073(In) 1073(Out)
J1:3/2 (short)	0
J1:4/1	282
J1:5/1	37
Junction: J2: A2030 Eastern Road / Havant Road signalised junction	
J2:1/1 (short)	193
J2:1/2 (with short)	812(In) 619(Out)
J2:2/1	193
J2:3/1	3
J2:3/2	194
J2:4/1	828
J2:4/2	0
J2:5/1	925
J2:5/2	97

Lane Saturation Flows

Junction: J1: Farlington Avenue / Havant Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Havant Road internal westbound entry)	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J1:1/2 (Havant Road internal westbound entry)	3.00	0.00	Y	Arm J1:4 Right	8.00	0.0 %	1915	1915
J1:2/1 (Havant Road west exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Havant Road west entry)	3.00	0.00	Y	Arm J1:4 Left Arm J2:4 Ahead	6.00 Inf	26.3 % 73.7 %	1797	1797
J1:3/2 (Havant Road west entry)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	0.0 %	1915	1915
J1:4/1 (Farlington Avenue exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Farlington Avenue entry)	2.75	0.00	Y	Arm J2:4 Left	10.00	100.0 %	1643	1643

Junction: J2: A2030 Eastern Road / Havant Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A2030 Havant Road entry)	3.00	0.00	Y	Arm J2:2 Left	18.00	100.0 %	1768	1768
J2:1/2 (A2030 Havant Road entry)	3.00	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1915	1915
J2:2/1 (A2030 Eastern Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A2030 Eastern Road entry)	3.00	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1702	1702
J2:3/2 (A2030 Eastern Road entry)	3.00	0.00	Y	Arm J2:5 Right	12.00	100.0 %	1702	1702
J2:4/1 (Havant Road internal eastbound entry)	3.00	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Havant Road internal eastbound entry)	3.00	0.00	Y	Arm J2:2 Right	15.00	0.0 %	1915	1915
J2:5/1 (A2030 Havant Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/2 (A2030 Havant Road exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: 'EML - DS2 AM' (FG5: 'EML - DS2 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	238	587	0	825	
B	115	0	3	0	118	
C	678	0	0	175	853	
D	45	0	0	0	45	
Tot.	838	238	590	175	1841	

Traffic Lane Flows

Lane	Scenario 5: EML - DS2 AM
Junction: J1: Farlington Avenue / Havant Road signalised junction	
J1:1/1	590
J1:1/2	0
J1:2/1	590
J1:3/1 (with short)	853(In) 853(Out)
J1:3/2 (short)	0
J1:4/1	175
J1:5/1	45
Junction: J2: A2030 Eastern Road / Havant Road signalised junction	
J2:1/1 (short)	238
J2:1/2 (with short)	825(In) 587(Out)
J2:2/1	238
J2:3/1	3
J2:3/2	115
J2:4/1	723
J2:4/2	0
J2:5/1	781
J2:5/2	57

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Farlington Avenue / Havant Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Havant Road internal westbound entry)	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J1:1/2 (Havant Road internal westbound entry)	3.00	0.00	Y	Arm J1:4 Right	8.00	0.0 %	1915	1915
J1:2/1 (Havant Road west exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Havant Road west entry)	3.00	0.00	Y	Arm J1:4 Left Arm J2:4 Ahead	6.00 Inf	20.5 % 79.5 %	1822	1822
J1:3/2 (Havant Road west entry)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	0.0 %	1915	1915
J1:4/1 (Farlington Avenue exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Farlington Avenue entry)	2.75	0.00	Y	Arm J2:4 Left	10.00	100.0 %	1643	1643

Junction: J2: A2030 Eastern Road / Havant Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A2030 Havant Road entry)	3.00	0.00	Y	Arm J2:2 Left	18.00	100.0 %	1768	1768
J2:1/2 (A2030 Havant Road entry)	3.00	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1915	1915
J2:2/1 (A2030 Eastern Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A2030 Eastern Road entry)	3.00	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1702	1702
J2:3/2 (A2030 Eastern Road entry)	3.00	0.00	Y	Arm J2:5 Right	12.00	100.0 %	1702	1702
J2:4/1 (Havant Road internal eastbound entry)	3.00	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Havant Road internal eastbound entry)	3.00	0.00	Y	Arm J2:2 Right	15.00	0.0 %	1915	1915
J2:5/1 (A2030 Havant Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/2 (A2030 Havant Road exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: 'EML - DS2 PM' (FG6: 'EML - DS2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	212	615	0	827	
B	194	0	3	0	197	
C	790	0	0	275	1065	
D	38	0	0	0	38	
Tot.	1022	212	618	275	2127	

Traffic Lane Flows

Lane	Scenario 6: EML - DS2 PM
Junction: J1: Farlington Avenue / Havant Road signalised junction	
J1:1/1	618
J1:1/2	0
J1:2/1	618
J1:3/1 (with short)	1065(In) 1065(Out)
J1:3/2 (short)	0
J1:4/1	275
J1:5/1	38
Junction: J2: A2030 Eastern Road / Havant Road signalised junction	
J2:1/1 (short)	212
J2:1/2 (with short)	827(In) 615(Out)
J2:2/1	212
J2:3/1	3
J2:3/2	194
J2:4/1	828
J2:4/2	0
J2:5/1	925
J2:5/2	97

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Farlington Avenue / Havant Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Havant Road internal westbound entry)	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J1:1/2 (Havant Road internal westbound entry)	3.00	0.00	Y	Arm J1:4 Right	8.00	0.0 %	1915	1915
J1:2/1 (Havant Road west exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Havant Road west entry)	3.00	0.00	Y	Arm J1:4 Left Arm J2:4 Ahead	6.00 Inf	25.8 % 74.2 %	1799	1799
J1:3/2 (Havant Road west entry)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	0.0 %	1915	1915
J1:4/1 (Farlington Avenue exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Farlington Avenue entry)	2.75	0.00	Y	Arm J2:4 Left	10.00	100.0 %	1643	1643

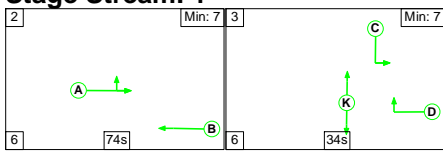
Junction: J2: A2030 Eastern Road / Havant Road signalised junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A2030 Havant Road entry)	3.00	0.00	Y	Arm J2:2 Left	18.00	100.0 %	1768	1768
J2:1/2 (A2030 Havant Road entry)	3.00	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1915	1915
J2:2/1 (A2030 Eastern Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A2030 Eastern Road entry)	3.00	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1702	1702
J2:3/2 (A2030 Eastern Road entry)	3.00	0.00	Y	Arm J2:5 Right	12.00	100.0 %	1702	1702
J2:4/1 (Havant Road internal eastbound entry)	3.00	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Havant Road internal eastbound entry)	3.00	0.00	Y	Arm J2:2 Right	15.00	0.0 %	1915	1915
J2:5/1 (A2030 Havant Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/2 (A2030 Havant Road exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

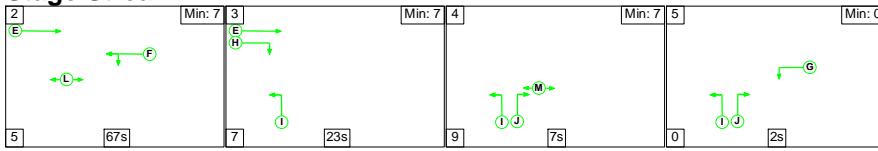
Scenario 1: 'ELM - DM AM' (FG1: 'ELM - DM AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

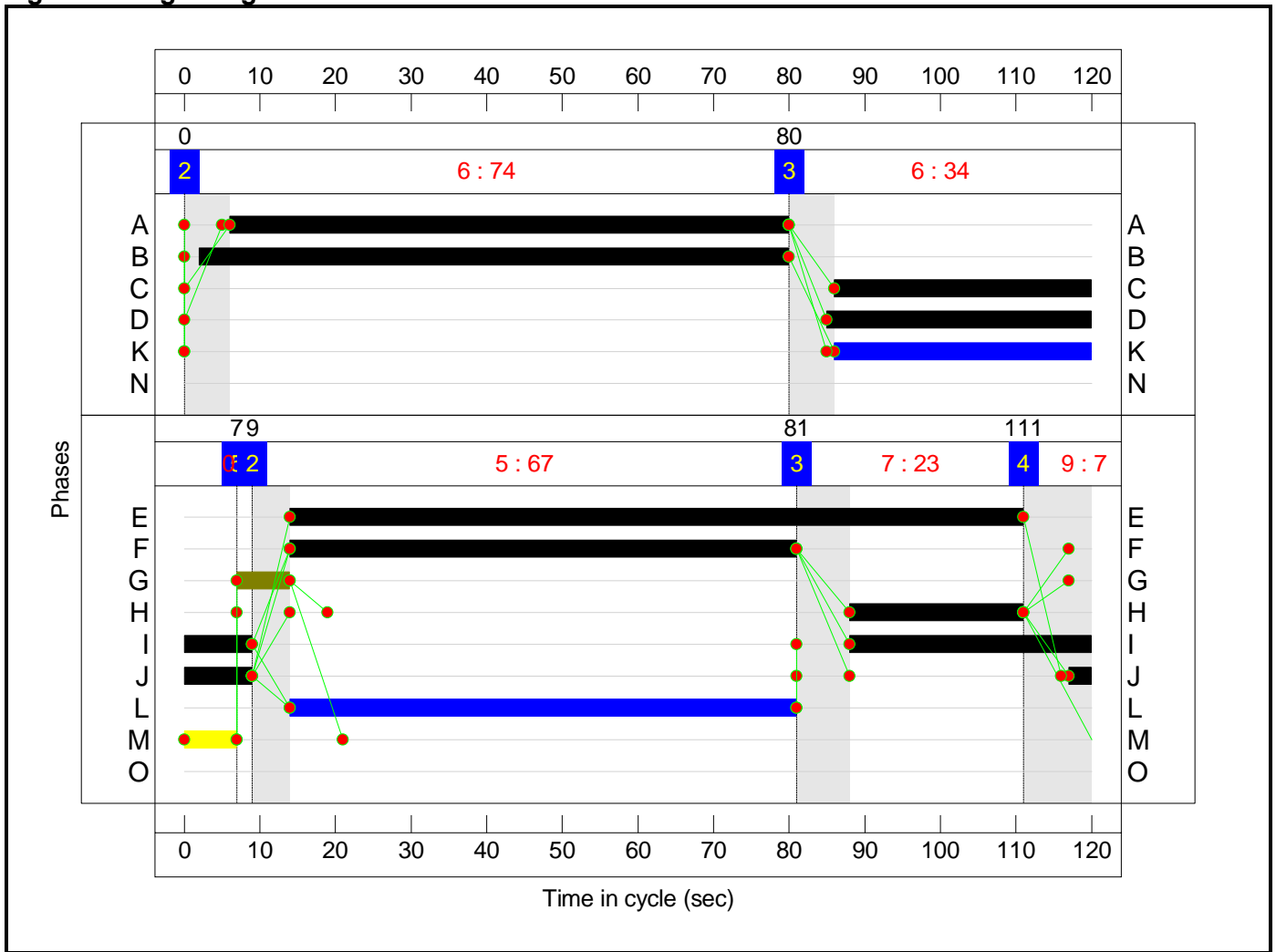
Stage Stream: 1

Stage	2	3
Duration	74	34
Change Point	0	80

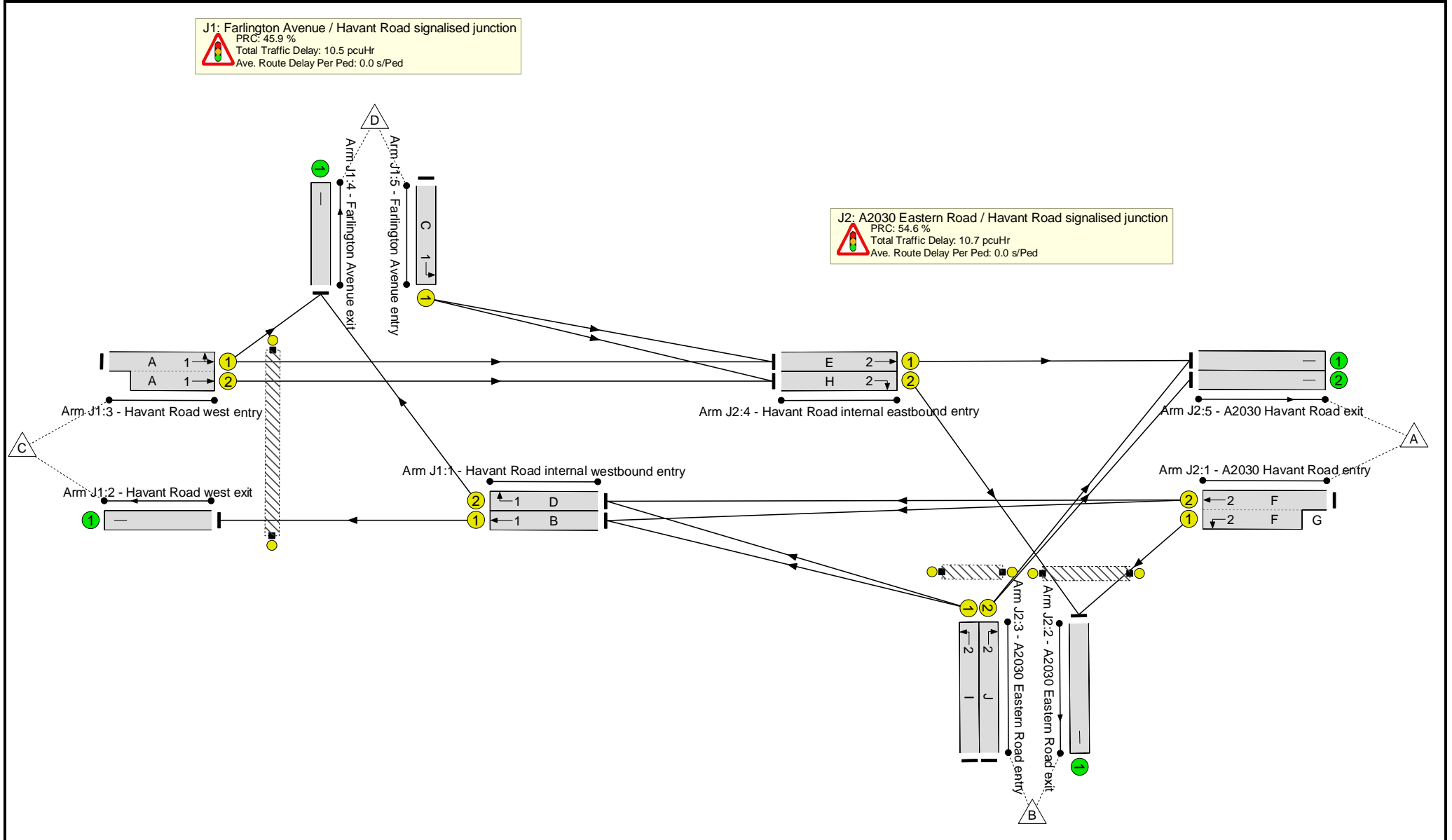
Stage Stream: 2

Stage	2	3	4	5
Duration	67	23	7	2
Change Point	9	81	111	7

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	61.7%
J1: Farlington Avenue / Havant Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	61.7%
1/1	Havant Road internal westbound entry Ahead	U	1	N/A	B		1	78	-	545	1915	1261	43.2%
1/2	Havant Road internal westbound entry Right	U	1	N/A	D		1	35	-	167	1613	484	34.5%
2/1	Havant Road west exit	U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%
3/1+3/2	Havant Road west entry Left Ahead	U	1	N/A	A		1	74	-	755	1870:1915	1224	61.7%
4/1	Farlington Avenue exit	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
5/1	Farlington Avenue entry Left	U	1	N/A	C		1	34	-	292	1643	479	60.9%
Ped Link: P1	Unnamed Ped Link	-	1	-	K		1	34	-	0	-	0	0.0%
J2: A2030 Eastern Road / Havant Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	58.2%
1/2+1/1	A2030 Havant Road entry Ahead Left	U	2	N/A	F	G	1	67:74	7	708	1915:1768	1216	58.2%
2/1	A2030 Eastern Road exit	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
3/1	A2030 Eastern Road entry Left	U	2	N/A	I		1	41	-	149	1702	596	25.0%
3/2	A2030 Eastern Road entry Right	U	2	N/A	J		1	12	-	106	1702	184	57.5%

Full Input Data And Results

4/1	Havant Road internal eastbound entry Ahead	U	2	N/A	E		1	97	-	801	1915	1564	51.2%
4/2	Havant Road internal eastbound entry Right	U	2	N/A	H		1	23	-	186	1741	348	53.4%
5/1	A2030 Havant Road exit	U	N/A	N/A	-		-	-	-	854	Inf	Inf	0.0%
5/2	A2030 Havant Road exit	U	N/A	N/A	-		-	-	-	53	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	M		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	L		1	67	-	0	-	0	0.0%

Full Input Data And Results

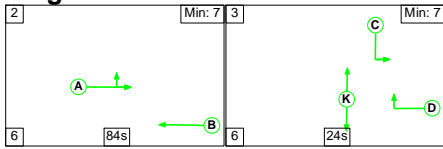
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	16.3	4.8	0.0	21.2	-	-	-	-
J1: Farlington Avenue / Havant Road signalised junction	-	-	0	0	0	8.3	2.2	0.0	10.5	-	-	-	-
1/1	545	545	-	-	-	1.1	0.4	-	1.4	9.5	4.9	0.4	5.3
1/2	167	167	-	-	-	1.6	0.3	-	1.9	41.1	4.6	0.3	4.8
2/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	755	755	-	-	-	2.6	0.8	-	3.4	16.3	13.0	0.8	13.8
4/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	292	292	-	-	-	3.0	0.8	-	3.7	46.2	8.4	0.8	9.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2030 Eastern Road / Havant Road signalised junction	-	-	0	0	0	8.1	2.6	0.0	10.7	-	-	-	-
1/2+1/1	708	708	-	-	-	2.9	0.7	-	3.6	18.1	11.4	0.7	12.1
2/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	149	149	-	-	-	1.2	0.2	-	1.3	31.8	3.5	0.2	3.7
3/2	106	106	-	-	-	1.5	0.7	-	2.2	73.5	3.4	0.7	4.0
4/1	801	801	-	-	-	0.3	0.5	-	0.9	3.8	9.1	0.5	9.6
4/2	186	186	-	-	-	2.2	0.6	-	2.8	53.8	5.0	0.6	5.6
5/1	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	53	53	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): 45.9				Total Delay for Signalled Lanes (pcuHr): 10.51				Cycle Time (s): 120					
C1 Stream: 2 PRC for Signalled Lanes (%): 54.6				Total Delay for Signalled Lanes (pcuHr): 10.68				Cycle Time (s): 120					
PRC Over All Lanes (%): 45.9				Total Delay Over All Lanes(pcuHr): 21.19									

Full Input Data And Results

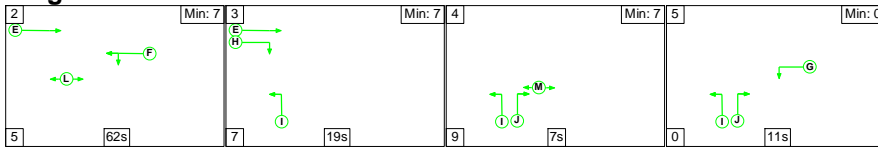
Scenario 2: 'ELM - DM PM' (FG2: 'ELM - DM PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

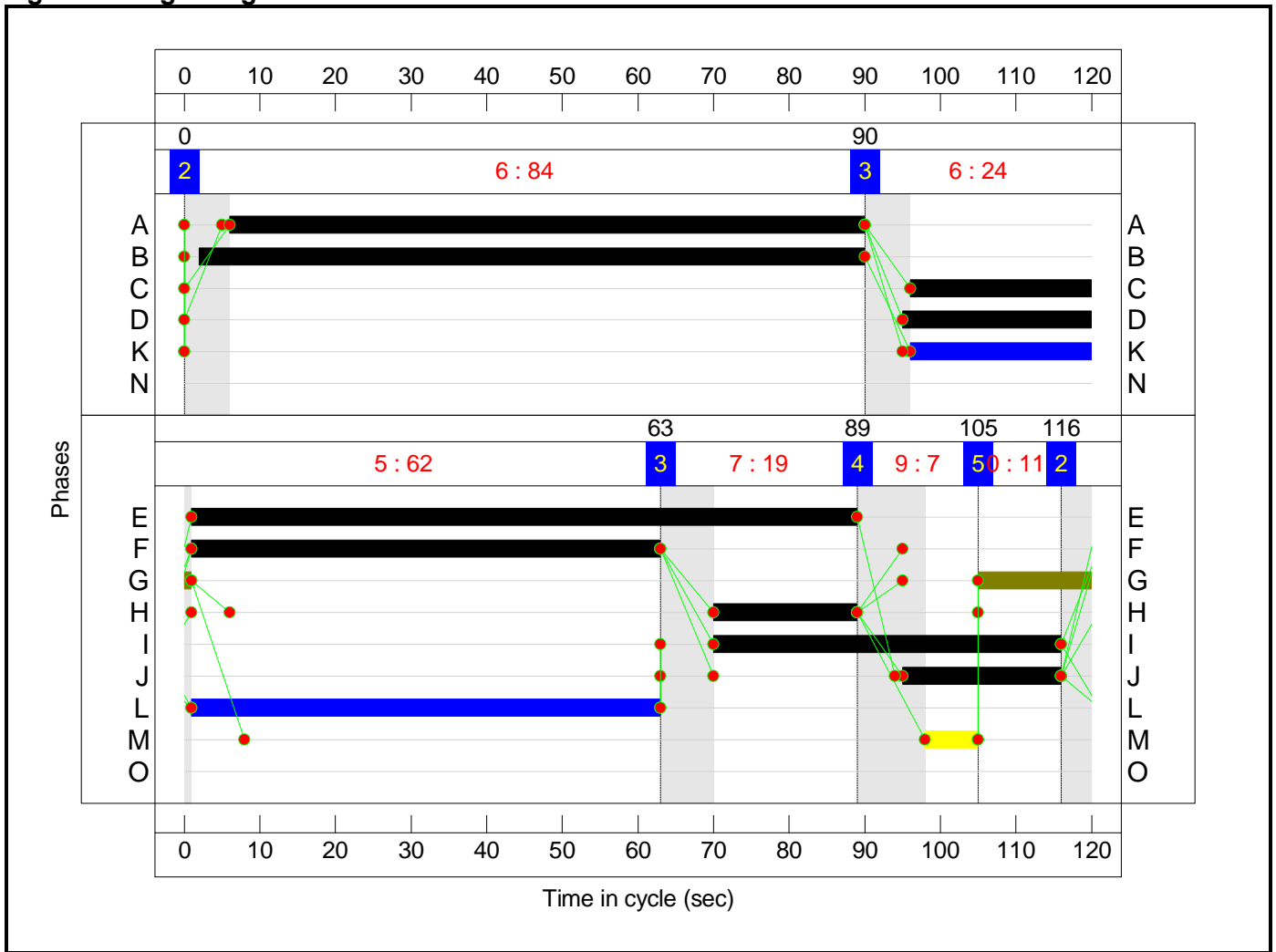
Stage Stream: 1

Stage	2	3
Duration	84	24
Change Point	0	90

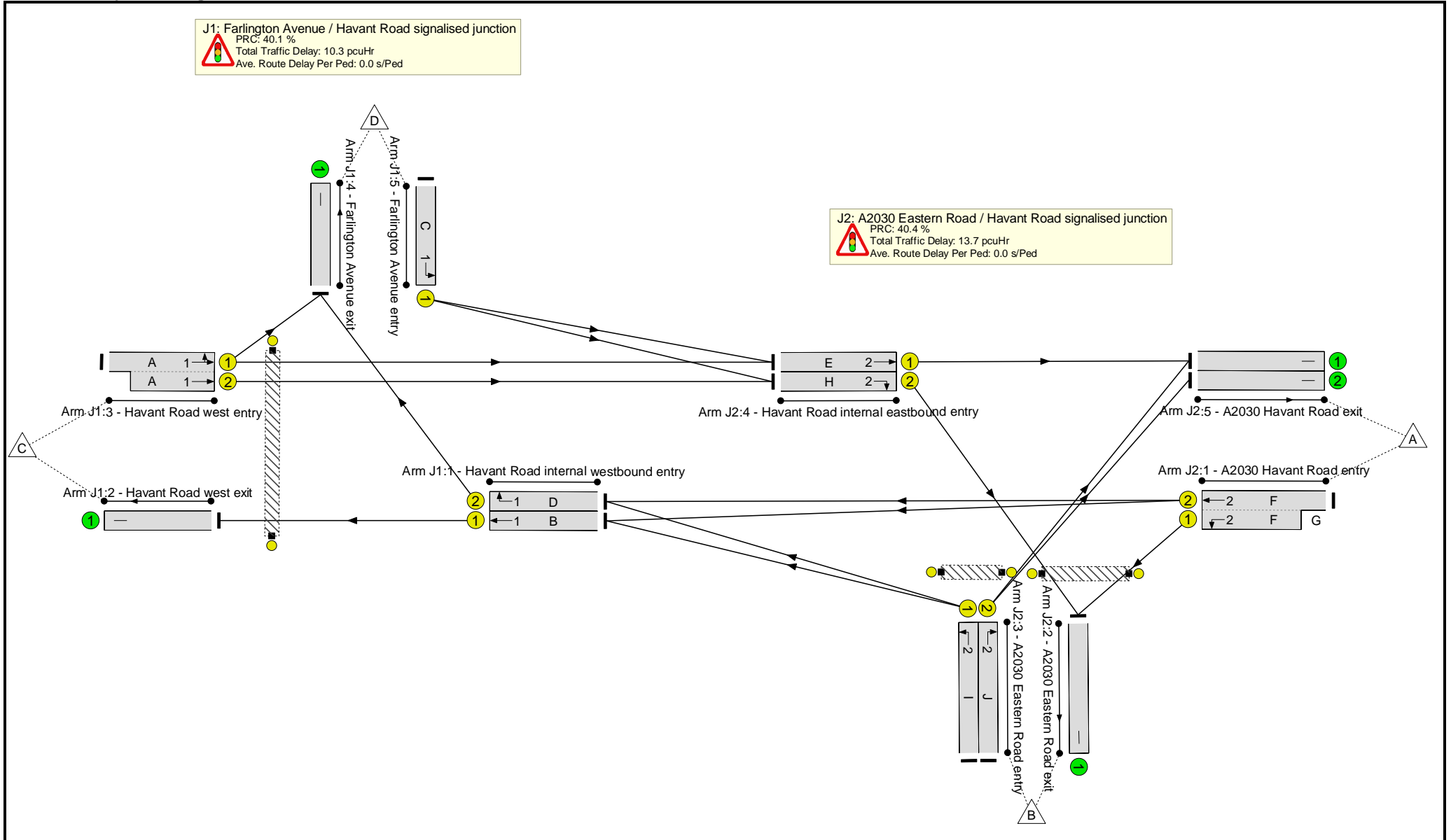
Stage Stream: 2

Stage	2	3	4	5
Duration	62	19	7	11
Change Point	116	63	89	105

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	64.2%
J1: Farlington Avenue / Havant Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	64.2%
1/1	Havant Road internal westbound entry Ahead	U	1	N/A	B		1	88	-	581	1915	1420	40.9%
1/2	Havant Road internal westbound entry Right	U	1	N/A	D		1	25	-	222	1613	349	63.5%
2/1	Havant Road west exit	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
3/1+3/2	Havant Road west entry Left Ahead	U	1	N/A	A		1	84	-	879	1870:1915	1368	64.2%
4/1	Farlington Avenue exit	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
5/1	Farlington Avenue entry Left	U	1	N/A	C		1	24	-	171	1643	342	50.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	K		1	24	-	0	-	0	0.0%
J2: A2030 Eastern Road / Havant Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	64.1%
1/2+1/1	A2030 Havant Road entry Ahead Left	U	2	N/A	F	G	1	62:78	16	710	1915:1768	1134	62.6%
2/1	A2030 Eastern Road exit	U	N/A	N/A	-		-	-	-	285	Inf	Inf	0.0%
3/1	A2030 Eastern Road entry Left	U	2	N/A	I		1	46	-	235	1702	667	35.3%
3/2	A2030 Eastern Road entry Right	U	2	N/A	J		1	21	-	200	1702	312	64.1%

Full Input Data And Results

4/1	Havant Road internal eastbound entry Ahead	U	2	N/A	E		1	88	-	834	1915	1420	58.7%
4/2	Havant Road internal eastbound entry Right	U	2	N/A	H		1	19	-	143	1741	290	49.3%
5/1	A2030 Havant Road exit	U	N/A	N/A	-		-	-	-	934	Inf	Inf	0.0%
5/2	A2030 Havant Road exit	U	N/A	N/A	-		-	-	-	100	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	M		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	L		1	62	-	0	-	0	0.0%

Full Input Data And Results

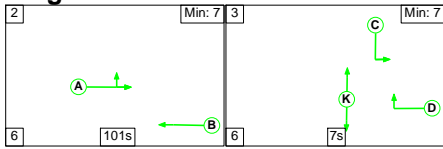
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	18.2	5.8	0.0	24.0	-	-	-	-
J1: Farlington Avenue / Havant Road signalised junction	-	-	0	0	0	7.7	2.6	0.0	10.3	-	-	-	-
1/1	581	581	-	-	-	0.3	0.3	-	0.7	4.3	2.2	0.3	2.5
1/2	222	222	-	-	-	3.3	0.9	-	4.2	67.8	7.2	0.9	8.1
2/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	879	879	-	-	-	2.1	0.9	-	3.0	12.2	13.8	0.9	14.7
4/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	171	171	-	-	-	2.0	0.5	-	2.5	52.4	5.0	0.5	5.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2030 Eastern Road / Havant Road signalised junction	-	-	0	0	0	10.5	3.2	0.0	13.7	-	-	-	-
1/2+1/1	710	710	-	-	-	3.3	0.8	-	4.2	21.2	12.8	0.8	13.6
2/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	235	235	-	-	-	1.7	0.3	-	2.0	29.9	5.5	0.3	5.8
3/2	200	200	-	-	-	2.5	0.9	-	3.4	61.2	6.2	0.9	7.0
4/1	834	834	-	-	-	1.1	0.7	-	1.8	8.0	7.0	0.7	7.7
4/2	143	143	-	-	-	1.8	0.5	-	2.3	58.2	4.4	0.5	4.9
5/1	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): 40.1				Total Delay for Signalled Lanes (pcuHr): 10.34				Cycle Time (s): 120					
C1 Stream: 2 PRC for Signalled Lanes (%): 40.4				Total Delay for Signalled Lanes (pcuHr): 13.68				Cycle Time (s): 120					
PRC Over All Lanes (%): 40.1				Total Delay Over All Lanes(pcuHr): 24.02									

Full Input Data And Results

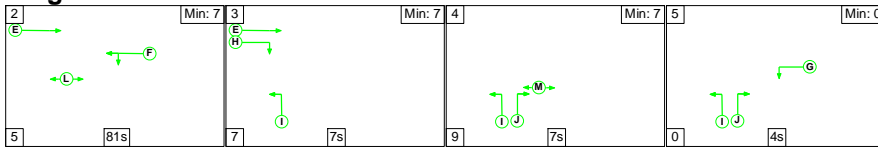
Scenario 3: 'EMM - DS1 AM' (FG3: 'EMM - DS1 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

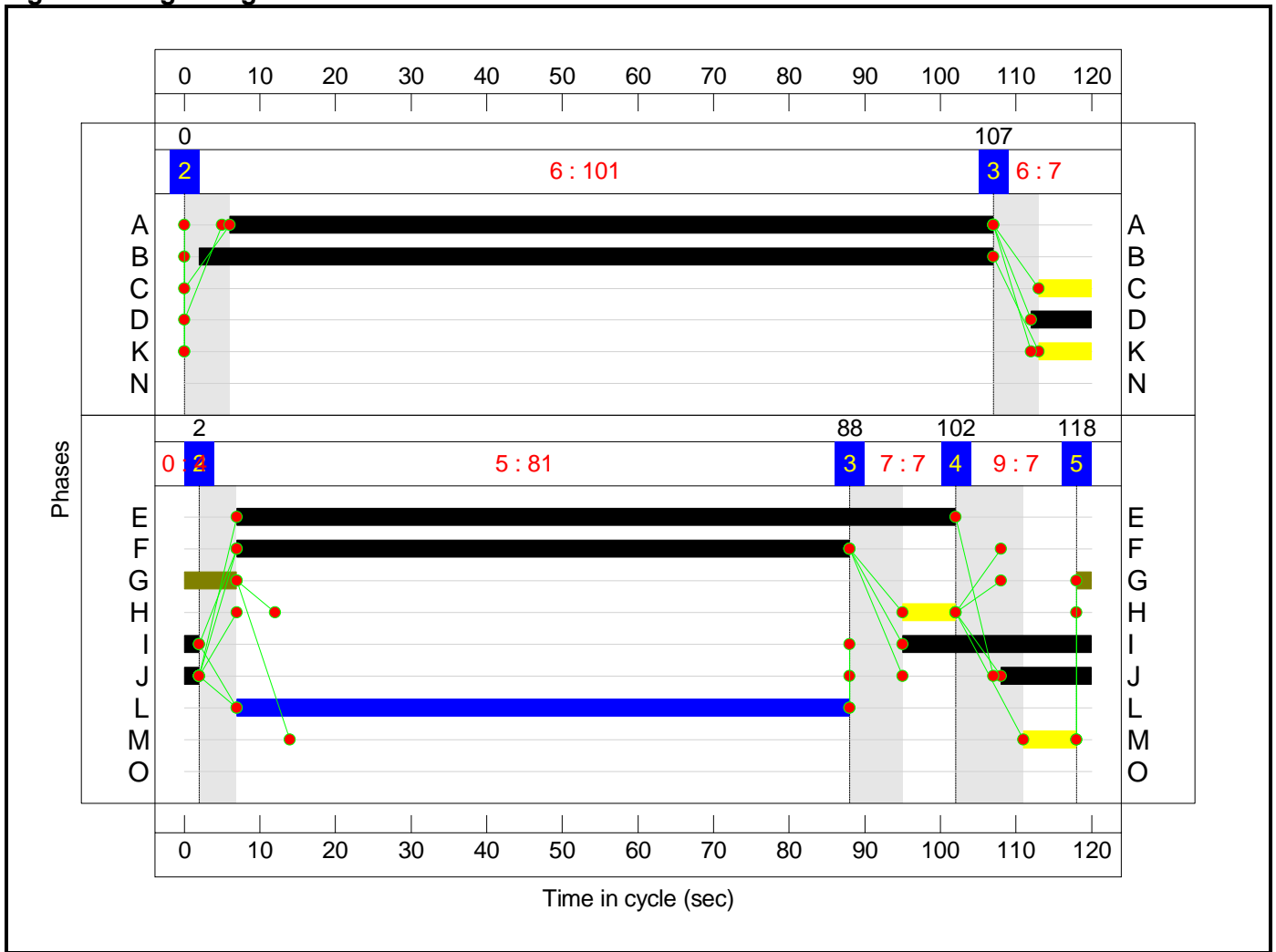
Stage Stream: 1

Stage	2	3
Duration	101	7
Change Point	0	107

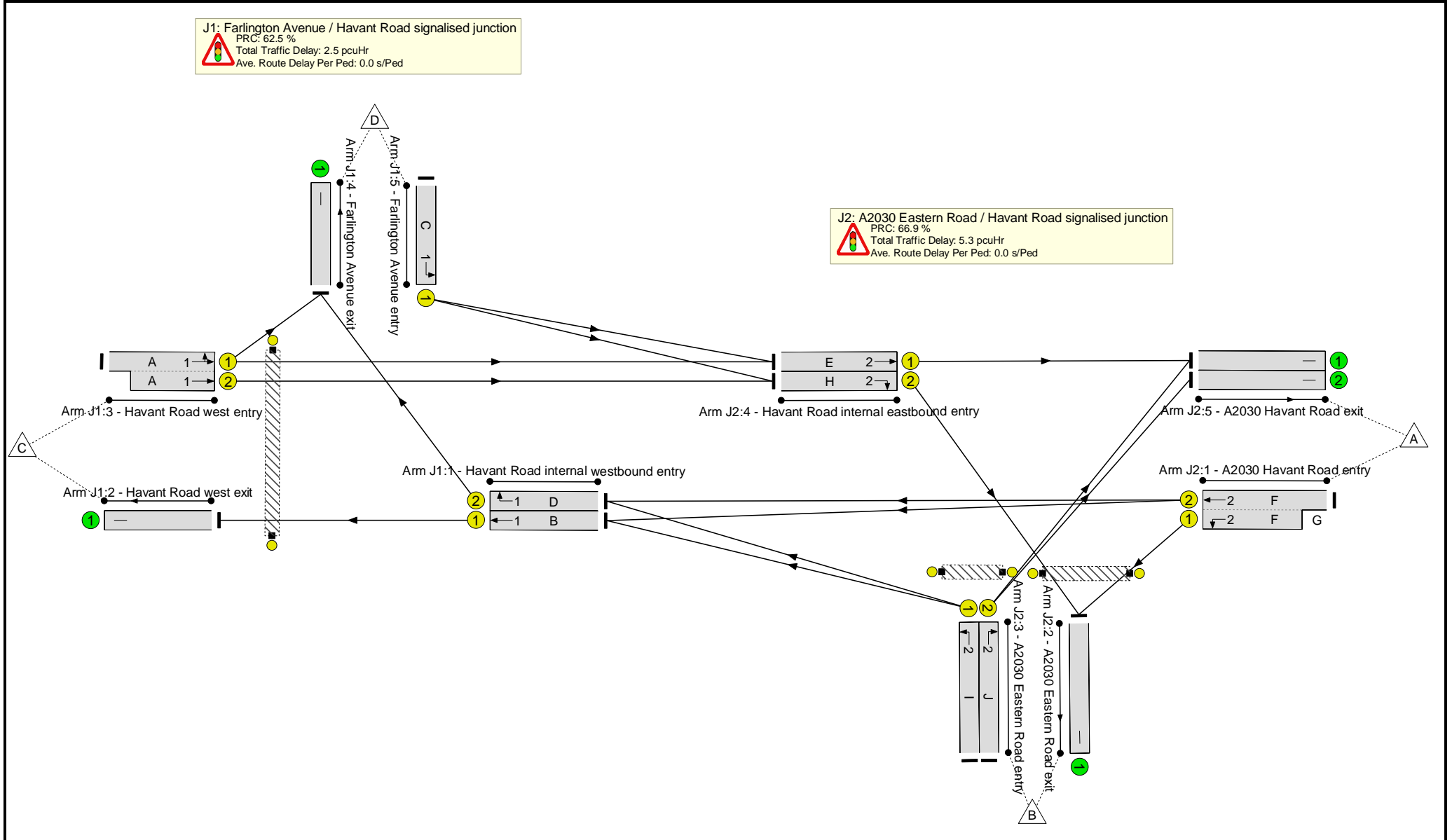
Stage Stream: 2

Stage	2	3	4	5
Duration	81	7	7	4
Change Point	2	88	102	118

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	55.4%
J1: Farlington Avenue / Havant Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	55.4%
1/1	Havant Road internal westbound entry Ahead	U	1	N/A	B		1	105	-	580	1915	1692	34.3%
1/2	Havant Road internal westbound entry Right	U	1	N/A	D		1	8	-	0	1915	144	0.0%
2/1	Havant Road west exit	U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
3/1+3/2	Havant Road west entry Left Ahead	U	1	N/A	A		1	101	-	856	1821:1915	1545	55.4%
4/1	Farlington Avenue exit	U	N/A	N/A	-		-	-	-	177	Inf	Inf	0.0%
5/1	Farlington Avenue entry Left	U	1	N/A	C		1	7	-	45	1643	110	41.1%
Ped Link: P1	Unnamed Ped Link	-	1	-	K		1	7	-	0	-	0	0.0%
J2: A2030 Eastern Road / Havant Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	53.9%
1/2+1/1	A2030 Havant Road entry Ahead Left	U	2	N/A	F	G	1	81:90	9	815	1915:1768	1511	53.9%
2/1	A2030 Eastern Road exit	U	N/A	N/A	-		-	-	-	238	Inf	Inf	0.0%
3/1	A2030 Eastern Road entry Left	U	2	N/A	I		1	27	-	3	1702	397	0.8%
3/2	A2030 Eastern Road entry Right	U	2	N/A	J		1	14	-	112	1702	213	52.6%

Full Input Data And Results

4/1	Havant Road internal eastbound entry Ahead	U	2	N/A	E		1	95	-	724	1915	1532	47.3%
4/2	Havant Road internal eastbound entry Right	U	2	N/A	H		1	7	-	0	1915	128	0.0%
5/1	A2030 Havant Road exit	U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%
5/2	A2030 Havant Road exit	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	M		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	L		1	81	-	0	-	0	0.0%

Full Input Data And Results

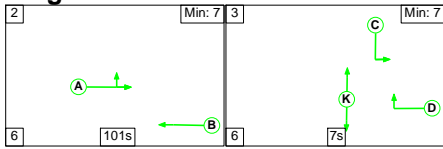
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	5.0	2.8	0.0	7.9	-	-	-	-
J1: Farlington Avenue / Havant Road signalised junction	-	-	0	0	0	1.3	1.2	0.0	2.5	-	-	-	-
1/1	580	580	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	856	856	-	-	-	0.6	0.6	-	1.2	5.2	8.2	0.6	8.8
4/1	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	45	45	-	-	-	0.7	0.3	-	1.0	81.4	1.4	0.3	1.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2030 Eastern Road / Havant Road signalised junction	-	-	0	0	0	3.8	1.6	0.0	5.3	-	-	-	-
1/2+1/1	815	815	-	-	-	1.6	0.6	-	2.2	9.9	8.7	0.6	9.2
2/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	3	3	-	-	-	0.0	0.0	-	0.0	40.2	0.1	0.0	0.1
3/2	112	112	-	-	-	1.5	0.5	-	2.1	66.9	3.5	0.5	4.0
4/1	724	724	-	-	-	0.6	0.4	-	1.0	5.0	4.5	0.4	5.0
4/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): 62.5				Total Delay for Signalled Lanes (pcuHr): 2.51				Cycle Time (s): 120					
C1 Stream: 2 PRC for Signalled Lanes (%): 66.9				Total Delay for Signalled Lanes (pcuHr): 5.35				Cycle Time (s): 120					
PRC Over All Lanes (%): 62.5				Total Delay Over All Lanes (pcuHr): 7.86									

Full Input Data And Results

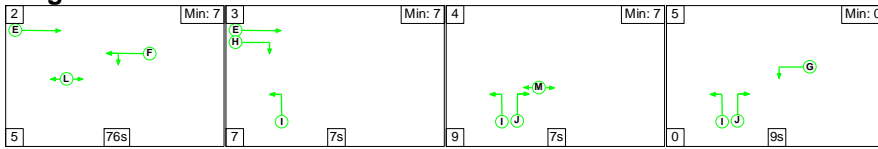
Scenario 4: 'EMM - DS1 PM' (FG4: 'EMM - DS1 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

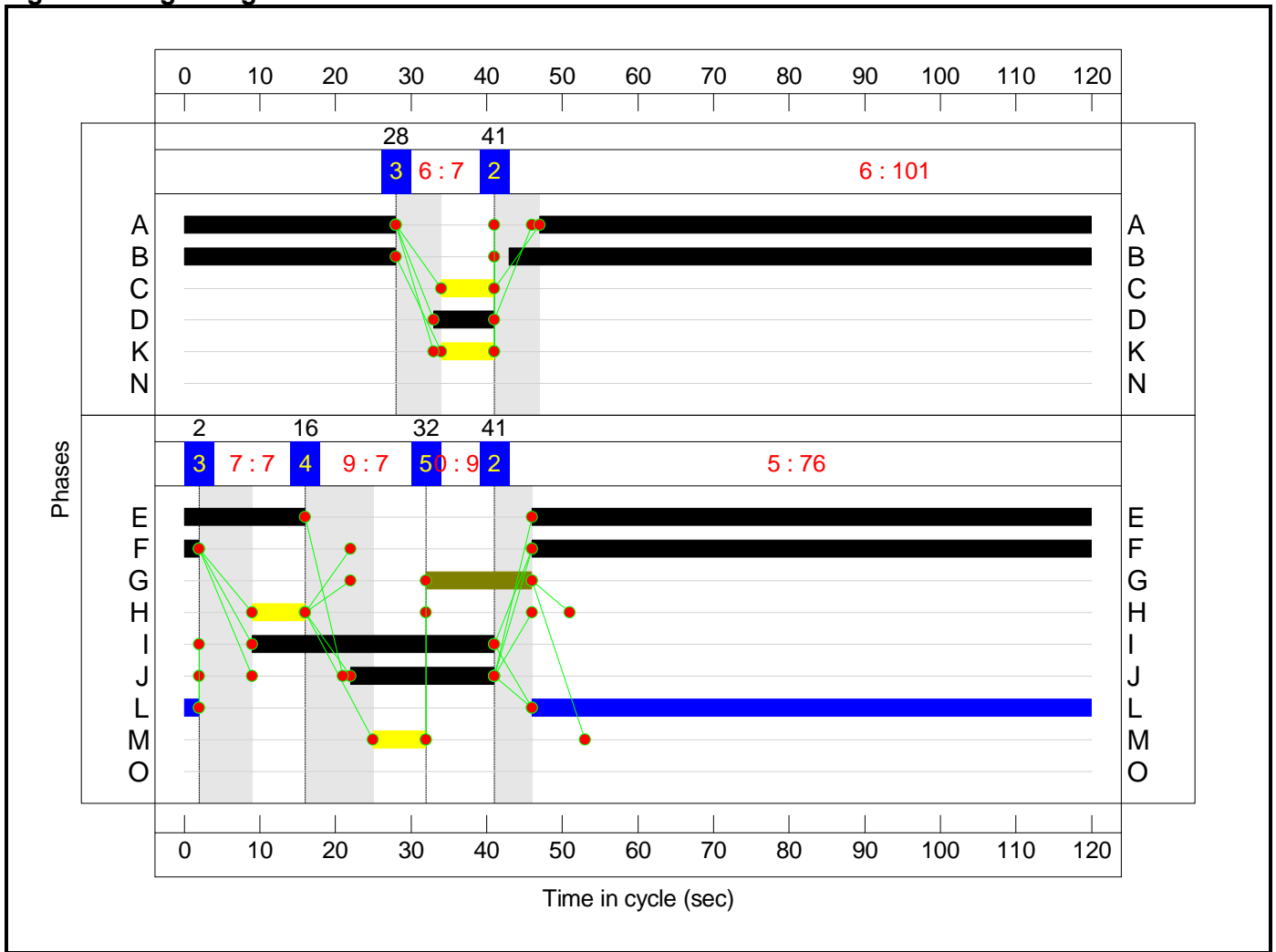
Stage Stream: 1

Stage	2	3
Duration	101	7
Change Point	41	28

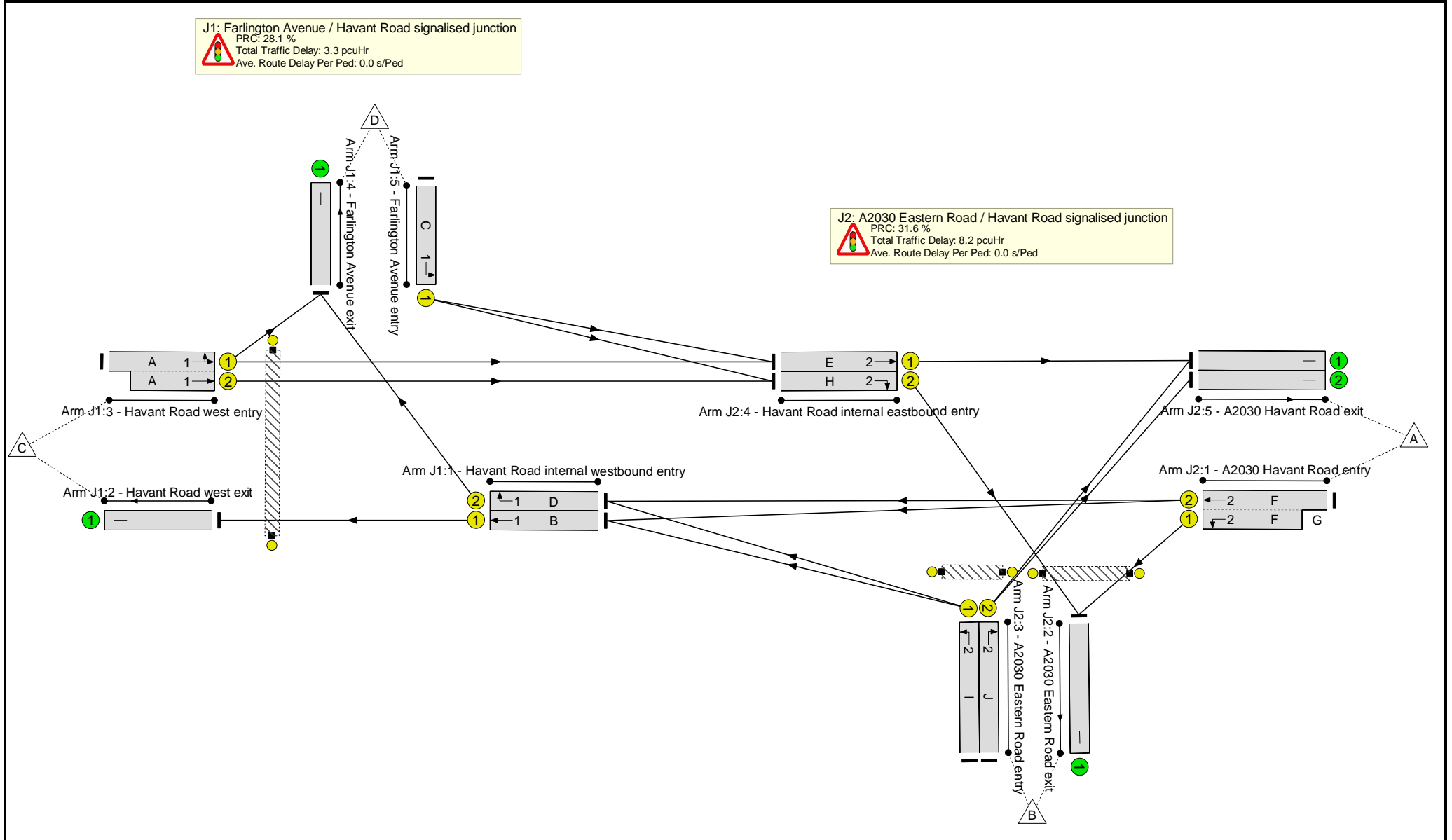
Stage Stream: 2

Stage	2	3	4	5
Duration	76	7	7	9
Change Point	41	2	16	32

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	70.2%
J1: Farlington Avenue / Havant Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	70.2%
1/1	Havant Road internal westbound entry Ahead	U	1	N/A	B		1	105	-	622	1915	1692	36.8%
1/2	Havant Road internal westbound entry Right	U	1	N/A	D		1	8	-	0	1915	144	0.0%
2/1	Havant Road west exit	U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
3/1+3/2	Havant Road west entry Left Ahead	U	1	N/A	A		1	101	-	1073	1797:1915	1527	70.2%
4/1	Farlington Avenue exit	U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
5/1	Farlington Avenue entry Left	U	1	N/A	C		1	7	-	37	1643	110	33.8%
Ped Link: P1	Unnamed Ped Link	-	1	-	K		1	7	-	0	-	0	0.0%
J2: A2030 Eastern Road / Havant Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	68.4%
1/2+1/1	A2030 Havant Road entry Ahead Left	U	2	N/A	F	G	1	76:90	14	812	1915:1768	1384	58.7%
2/1	A2030 Eastern Road exit	U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
3/1	A2030 Eastern Road entry Left	U	2	N/A	I		1	32	-	3	1702	468	0.6%
3/2	A2030 Eastern Road entry Right	U	2	N/A	J		1	19	-	194	1702	284	68.4%

Full Input Data And Results

4/1	Havant Road internal eastbound entry Ahead	U	2	N/A	E		1	90	-	828	1915	1452	57.0%
4/2	Havant Road internal eastbound entry Right	U	2	N/A	H		1	7	-	0	1915	128	0.0%
5/1	A2030 Havant Road exit	U	N/A	N/A	-		-	-	-	925	Inf	Inf	0.0%
5/2	A2030 Havant Road exit	U	N/A	N/A	-		-	-	-	97	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	M		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	L		1	76	-	0	-	0	0.0%

Full Input Data And Results

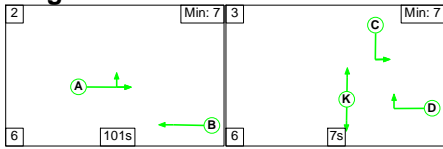
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	7.3	4.1	0.0	11.4	-	-	-	-
J1: Farlington Avenue / Havant Road signalised junction	-	-	0	0	0	1.5	1.7	0.0	3.3	-	-	-	-
1/1	622	622	-	-	-	0.0	0.3	-	0.3	1.7	0.0	0.3	0.3
1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	1073	1073	-	-	-	1.0	1.2	-	2.2	7.3	13.1	1.2	14.3
4/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	37	37	-	-	-	0.6	0.3	-	0.8	78.2	1.2	0.3	1.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2030 Eastern Road / Havant Road signalised junction	-	-	0	0	0	5.7	2.4	0.0	8.2	-	-	-	-
1/2+1/1	812	812	-	-	-	2.2	0.7	-	2.9	12.8	10.8	0.7	11.5
2/1	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	3	3	-	-	-	0.0	0.0	-	0.0	35.8	0.1	0.0	0.1
3/2	194	194	-	-	-	2.5	1.1	-	3.6	66.6	6.0	1.1	7.1
4/1	828	828	-	-	-	1.0	0.7	-	1.7	7.3	7.0	0.7	7.7
4/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	97	97	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): 28.1				Total Delay for Signalled Lanes (pcuHr): 3.27				Cycle Time (s): 120					
C1 Stream: 2 PRC for Signalled Lanes (%): 31.6				Total Delay for Signalled Lanes (pcuHr): 8.17				Cycle Time (s): 120					
PRC Over All Lanes (%): 28.1				Total Delay Over All Lanes(pcuHr): 11.44									

Full Input Data And Results

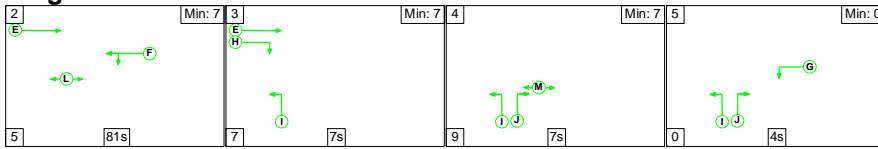
Scenario 5: 'EML - DS2 AM' (FG5: 'EML - DS2 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

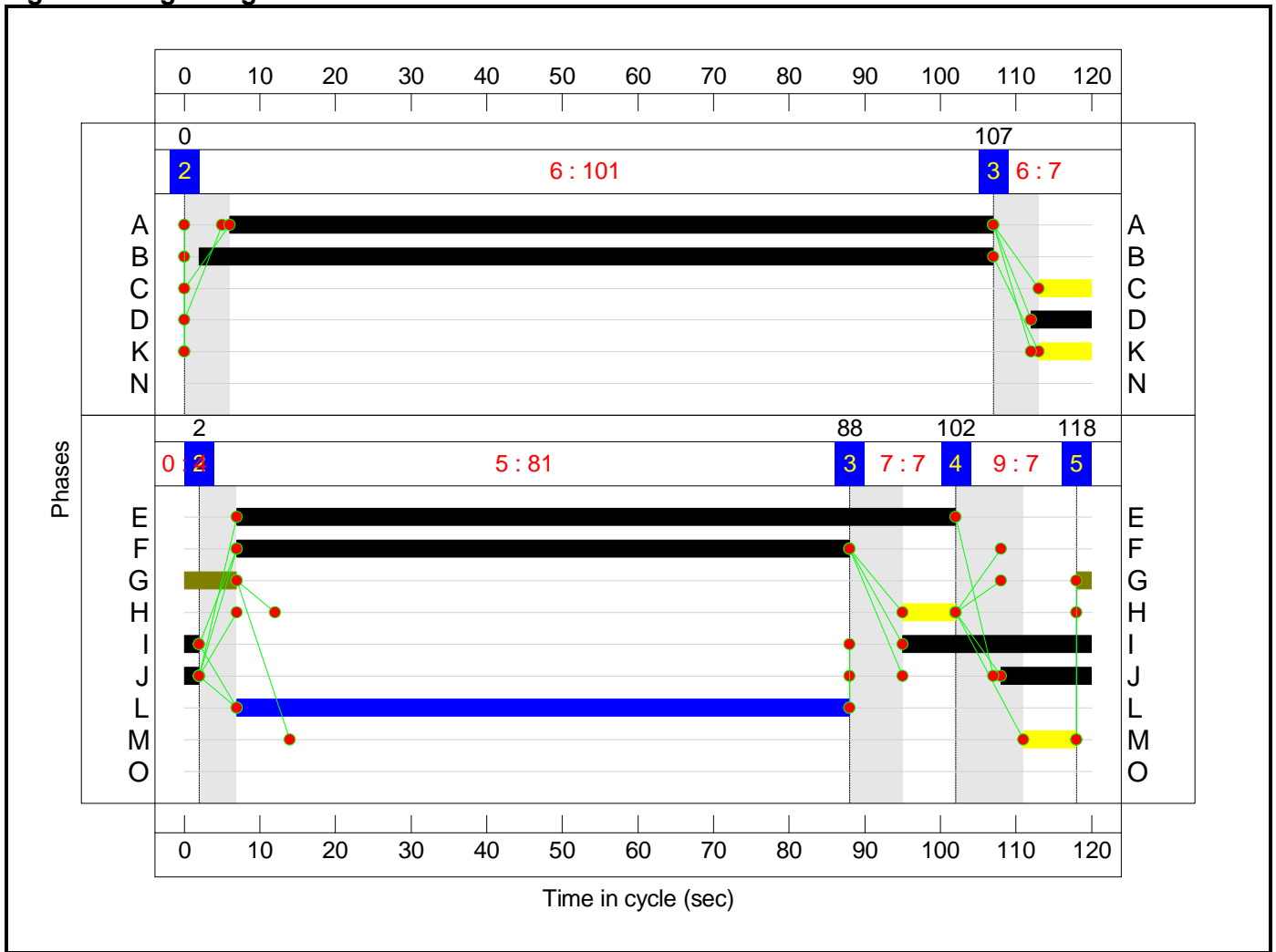
Stage Stream: 1

Stage	2	3
Duration	101	7
Change Point	0	107

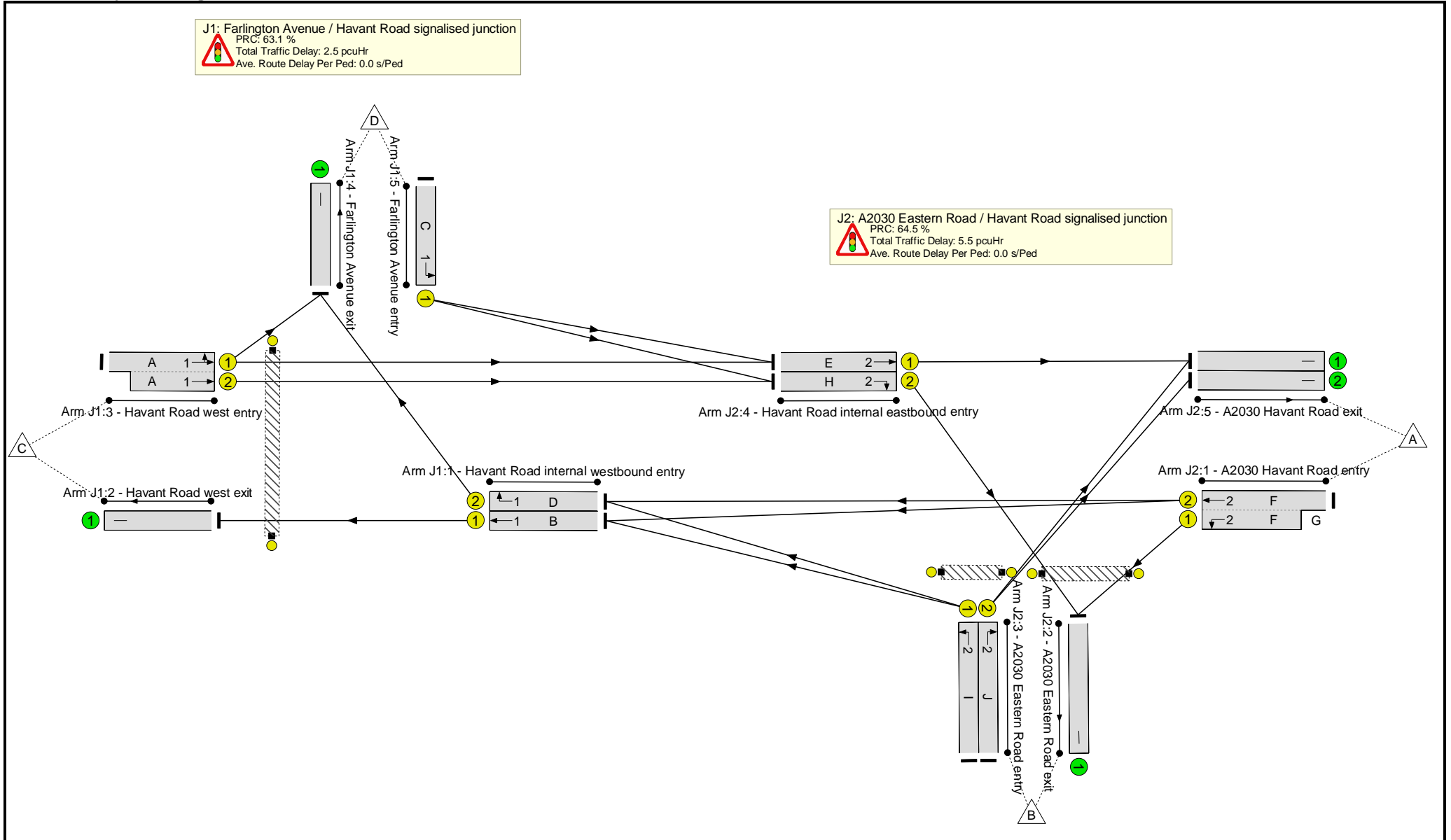
Stage Stream: 2

Stage	2	3	4	5
Duration	81	7	7	4
Change Point	2	88	102	118

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	55.2%
J1: Farlington Avenue / Havant Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	55.2%
1/1	Havant Road internal westbound entry Ahead	U	1	N/A	B		1	105	-	590	1915	1692	34.9%
1/2	Havant Road internal westbound entry Right	U	1	N/A	D		1	8	-	0	1915	144	0.0%
2/1	Havant Road west exit	U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
3/1+3/2	Havant Road west entry Left Ahead	U	1	N/A	A		1	101	-	853	1822:1915	1546	55.2%
4/1	Farlington Avenue exit	U	N/A	N/A	-		-	-	-	175	Inf	Inf	0.0%
5/1	Farlington Avenue entry Left	U	1	N/A	C		1	7	-	45	1643	110	41.1%
Ped Link: P1	Unnamed Ped Link	-	1	-	K		1	7	-	0	-	0	0.0%
J2: A2030 Eastern Road / Havant Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	54.7%
1/2+1/1	A2030 Havant Road entry Ahead Left	U	2	N/A	F	G	1	81:90	9	825	1915:1768	1508	54.7%
2/1	A2030 Eastern Road exit	U	N/A	N/A	-		-	-	-	238	Inf	Inf	0.0%
3/1	A2030 Eastern Road entry Left	U	2	N/A	I		1	27	-	3	1702	397	0.8%
3/2	A2030 Eastern Road entry Right	U	2	N/A	J		1	14	-	115	1702	213	54.1%

Full Input Data And Results

4/1	Havant Road internal eastbound entry Ahead	U	2	N/A	E		1	95	-	723	1915	1532	47.2%
4/2	Havant Road internal eastbound entry Right	U	2	N/A	H		1	7	-	0	1915	128	0.0%
5/1	A2030 Havant Road exit	U	N/A	N/A	-		-	-	-	781	Inf	Inf	0.0%
5/2	A2030 Havant Road exit	U	N/A	N/A	-		-	-	-	57	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	M		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	L		1	81	-	0	-	0	0.0%

Full Input Data And Results

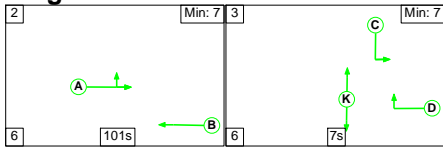
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	5.1	2.9	0.0	8.0	-	-	-	-
J1: Farlington Avenue / Havant Road signalised junction	-	-	0	0	0	1.3	1.2	0.0	2.5	-	-	-	-
1/1	590	590	-	-	-	0.0	0.3	-	0.3	1.7	0.0	0.3	0.3
1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	853	853	-	-	-	0.6	0.6	-	1.2	5.1	8.2	0.6	8.8
4/1	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	45	45	-	-	-	0.7	0.3	-	1.0	81.4	1.4	0.3	1.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2030 Eastern Road / Havant Road signalised junction	-	-	0	0	0	3.8	1.6	0.0	5.5	-	-	-	-
1/2+1/1	825	825	-	-	-	1.7	0.6	-	2.3	10.0	8.8	0.6	9.4
2/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	3	3	-	-	-	0.0	0.0	-	0.0	40.2	0.1	0.0	0.1
3/2	115	115	-	-	-	1.6	0.6	-	2.2	67.5	3.6	0.6	4.2
4/1	723	723	-	-	-	0.6	0.4	-	1.0	5.0	4.5	0.4	5.0
4/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	57	57	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): 63.1				Total Delay for Signalled Lanes (pcuHr): 2.51				Cycle Time (s): 120					
C1 Stream: 2 PRC for Signalled Lanes (%): 64.5				Total Delay for Signalled Lanes (pcuHr): 5.47				Cycle Time (s): 120					
PRC Over All Lanes (%): 63.1				Total Delay Over All Lanes (pcuHr): 7.98									

Full Input Data And Results

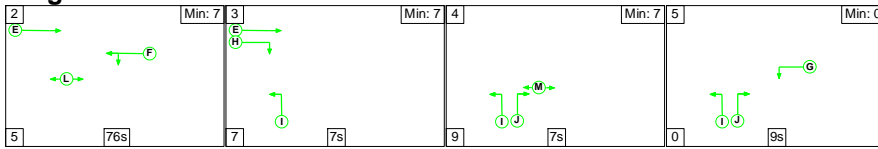
Scenario 6: 'EML - DS2 PM' (FG6: 'EML - DS2 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

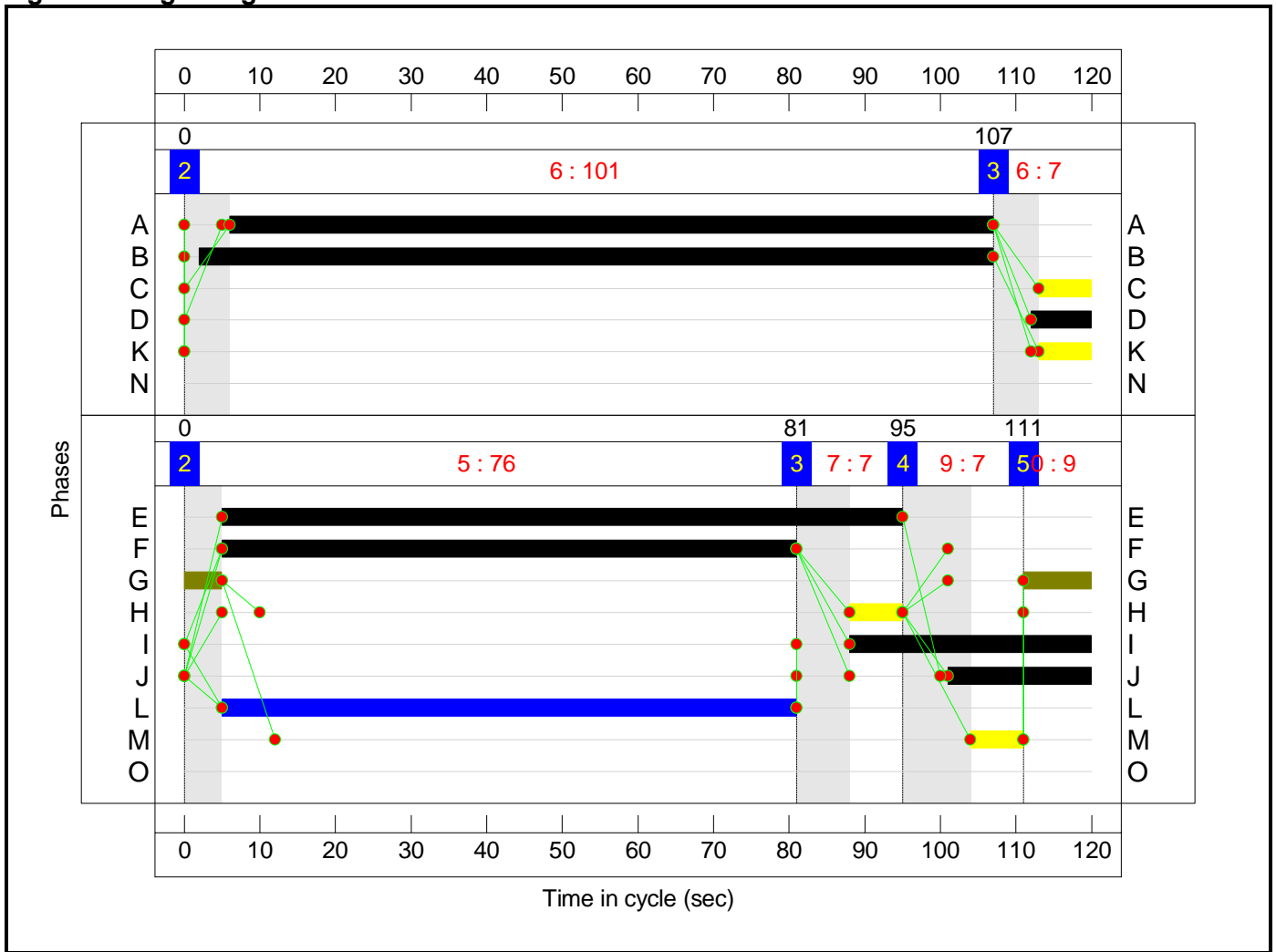
Stage Stream: 1

Stage	2	3
Duration	101	7
Change Point	0	107

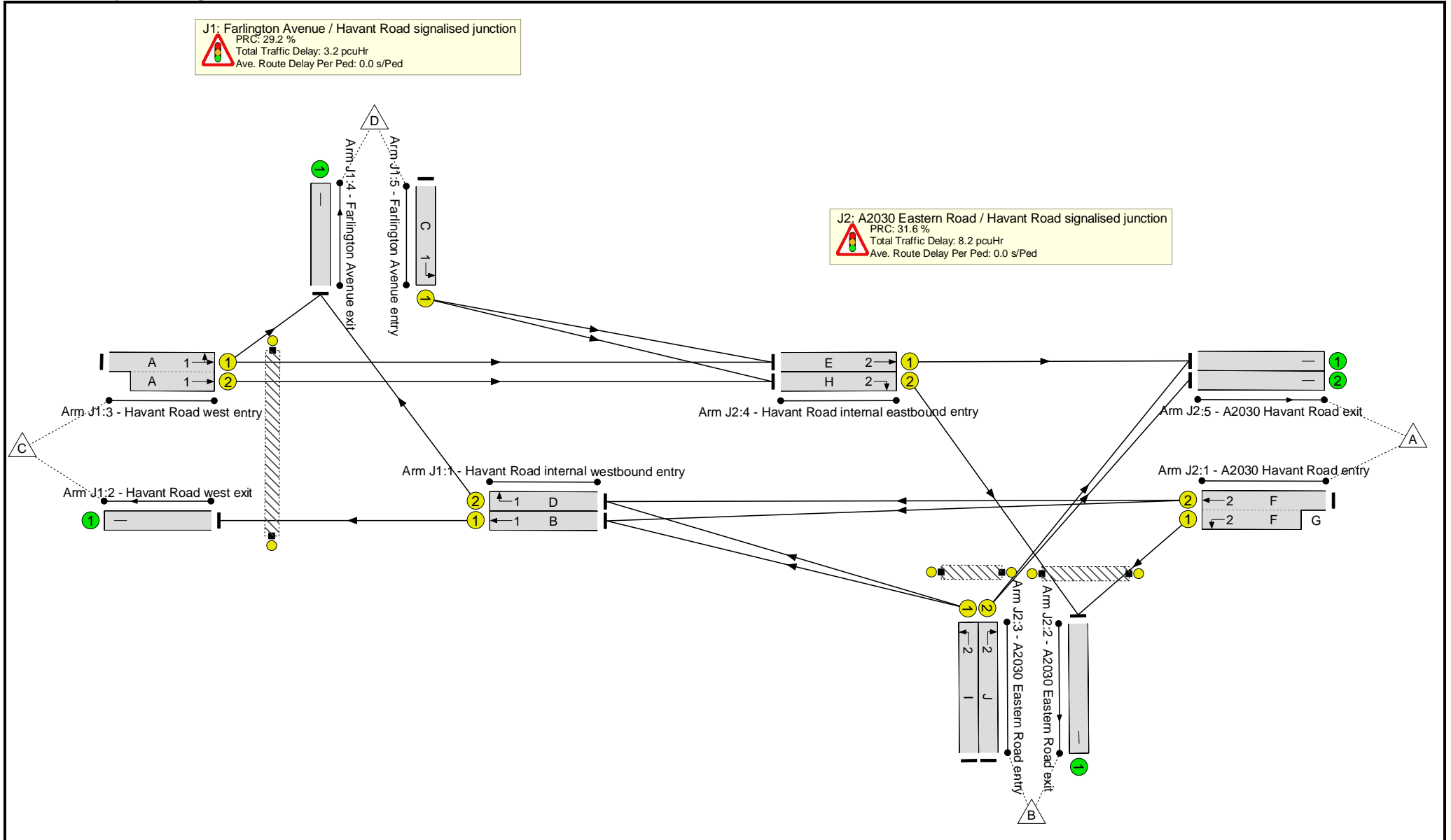
Stage Stream: 2

Stage	2	3	4	5
Duration	76	7	7	9
Change Point	0	81	95	111

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	69.6%
J1: Farlington Avenue / Havant Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	69.6%
1/1	Havant Road internal westbound entry Ahead	U	1	N/A	B		1	105	-	618	1915	1692	36.5%
1/2	Havant Road internal westbound entry Right	U	1	N/A	D		1	8	-	0	1915	144	0.0%
2/1	Havant Road west exit	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
3/1+3/2	Havant Road west entry Left Ahead	U	1	N/A	A		1	101	-	1065	1799:1915	1529	69.6%
4/1	Farlington Avenue exit	U	N/A	N/A	-		-	-	-	275	Inf	Inf	0.0%
5/1	Farlington Avenue entry Left	U	1	N/A	C		1	7	-	38	1643	110	34.7%
Ped Link: P1	Unnamed Ped Link	-	1	-	K		1	7	-	0	-	0	0.0%
J2: A2030 Eastern Road / Havant Road signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	68.4%
1/2+1/1	A2030 Havant Road entry Ahead Left	U	2	N/A	F	G	1	76:90	14	827	1915:1768	1400	59.1%
2/1	A2030 Eastern Road exit	U	N/A	N/A	-		-	-	-	212	Inf	Inf	0.0%
3/1	A2030 Eastern Road entry Left	U	2	N/A	I		1	32	-	3	1702	468	0.6%
3/2	A2030 Eastern Road entry Right	U	2	N/A	J		1	19	-	194	1702	284	68.4%

Full Input Data And Results

4/1	Havant Road internal eastbound entry Ahead	U	2	N/A	E		1	90	-	828	1915	1452	57.0%
4/2	Havant Road internal eastbound entry Right	U	2	N/A	H		1	7	-	0	1915	128	0.0%
5/1	A2030 Havant Road exit	U	N/A	N/A	-		-	-	-	925	Inf	Inf	0.0%
5/2	A2030 Havant Road exit	U	N/A	N/A	-		-	-	-	97	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	M		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	L		1	76	-	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	-	-	0	0	0	7.3	4.1	0.0	11.4	-	-	-	-
J1: Farlington Avenue / Havant Road signalised junction	-	-	0	0	0	1.5	1.7	0.0	3.2	-	-	-	-
1/1	618	618	-	-	-	0.0	0.3	-	0.3	1.7	0.0	0.3	0.3
1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	1065	1065	-	-	-	1.0	1.1	-	2.1	7.2	13.0	1.1	14.2
4/1	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	38	38	-	-	-	0.6	0.3	-	0.8	78.5	1.2	0.3	1.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2030 Eastern Road / Havant Road signalised junction	-	-	0	0	0	5.7	2.4	0.0	8.2	-	-	-	-
1/2+1/1	827	827	-	-	-	2.2	0.7	-	2.9	12.6	10.8	0.7	11.5
2/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	3	3	-	-	-	0.0	0.0	-	0.0	35.8	0.1	0.0	0.1
3/2	194	194	-	-	-	2.5	1.1	-	3.6	66.6	6.0	1.1	7.1
4/1	828	828	-	-	-	1.0	0.7	-	1.7	7.3	7.1	0.7	7.7
4/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	97	97	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): 29.2				Total Delay for Signalled Lanes (pcuHr): 3.24				Cycle Time (s): 120					
C1 Stream: 2 PRC for Signalled Lanes (%): 31.6				Total Delay for Signalled Lanes (pcuHr): 8.19				Cycle Time (s): 120					
PRC Over All Lanes (%): 29.2				Total Delay Over All Lanes (pcuHr): 11.43									

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
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Filename: A27 Western Rd_A3 London Rd_A397 Northern Rd_M27.j9
Path: \\uk.wspgroup.com\central data\Projects\62100xxx\62100616 - Aquind VO No.3\A DCO\D. EIA\5. WIP\12. Traffic and Transport\Transport Assessment\Analysis & Calcs\ARCADY\TA Models and Outputs
Report generation date: 29/10/2019 09:56:21

- »ELM - DM, AM
- »ELM - DM, PM
- »EMM - DS1, AM
- »EMM - DS1, PM
- »EML - DS2, AM
- »EML - DS2, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
ELM - DM								
Arm 1	10.0	47.51	0.93	E	9.4	48.32	0.92	E
Arm 2	16.4	28.45	0.95	D	6.6	11.30	0.86	B
Arm 3	5.9	22.46	0.85	C	5.5	20.26	0.84	C
Arm 4	2.7	5.99	0.71	A	2.7	5.74	0.71	A
EMM - DS1								
Arm 1	11.3	53.96	0.94	F	16.3	79.88	0.98	F
Arm 2	15.3	26.54	0.95	D	5.7	9.96	0.84	A
Arm 3	5.8	22.29	0.85	C	5.8	20.72	0.85	C
Arm 4	3.0	6.53	0.74	A	3.1	6.50	0.74	A
EML - DS2								
Arm 1	11.3	52.78	0.94	F	11.4	58.62	0.94	F
Arm 2	16.7	28.94	0.95	D	6.7	11.51	0.87	B
Arm 3	5.5	21.22	0.84	C	5.7	20.60	0.85	C
Arm 4	2.7	6.07	0.72	A	3.0	6.16	0.73	A

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

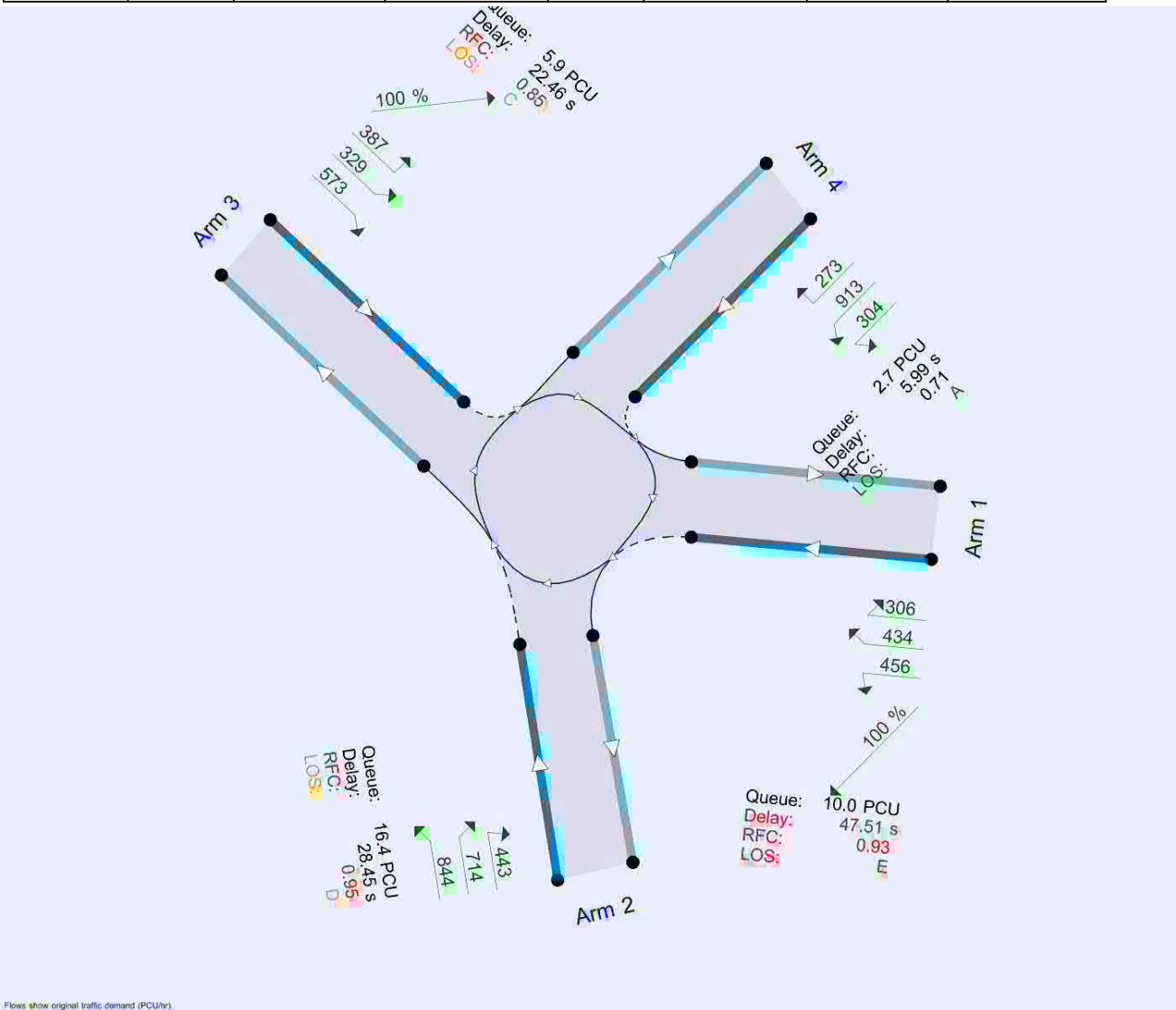
File summary

File Description

Title	A27 Western Road / A3 London Road / A397 Northern Road / M27 (Portsbridge Roundabout)
Location	
Site number	
Date	25/09/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	62100616
Enumerator	CORP\UKAJT009
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	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	ELM - DM	AM	ONE HOUR	07:45	09:15	15	✓
D2	ELM - DM	PM	ONE HOUR	16:45	18:15	15	✓
D3	EMM - DS1	AM	ONE HOUR	07:45	09:15	15	✓
D4	EMM - DS1	PM	ONE HOUR	16:45	18:15	15	✓
D5	EML - DS2	AM	ONE HOUR	07:45	09:15	15	✓
D6	EML - DS2	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

ELM - DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	1,2,3,4	25.37	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	M27 offslip	
2	A3 London Road	
3	A27 Western Road	
4	A397 Northern Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.90	7.50	21.2	25.0	196.0	46.0	
2	9.00	9.00	0.0	25.0	196.0	20.0	
3	5.50	6.00	12.0	20.0	196.0	39.0	
4	10.40	10.40	0.0	20.0	196.0	20.0	

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	2207	70.00
2	1617	0.00
3	1818	0.00
4	1907	0.00

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1	✓	100
2		
3	✓	100
4		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.582	2007
2	0.934	3345
3	0.642	2190
4	0.943	3692

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	ELM - DM	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	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 (%)
1		ONE HOUR	✓	1196	100.000
2		ONE HOUR	✓	2001	100.000
3		ONE HOUR	✓	1289	100.000
4		ONE HOUR	✓	1490	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	456	434	306
	2	443	0	844	714
	3	329	573	0	387
	4	304	913	273	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.93	47.51	10.0	E	1097	1019
2	0.95	28.45	16.4	D	1836	2754
3	0.85	22.46	5.9	C	1183	1242
4	0.71	5.99	2.7	A	1367	2051

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	900	557	139	343	0	1320	1238	0.450	554	807	0.0	0.9	5.752	A
2	1506	1506	377	0	343	759	2637	0.571	1501	1115	0.0	1.5	3.467	A
3	970	679	170	291	0	1097	1486	0.457	675	1163	0.0	0.9	4.867	A
4	1122	1122	280	0	291	1008	2742	0.409	1119	764	0.0	0.8	2.435	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1075	665	166	410	0	1578	1088	0.612	662	965	0.9	1.7	9.232	A
2	1799	1799	450	0	410	907	2499	0.720	1794	1333	1.5	2.8	5.576	A
3	1159	811	203	348	0	1311	1348	0.602	808	1390	0.9	1.6	7.296	A
4	1339	1339	335	0	348	1205	2556	0.524	1338	914	0.8	1.2	3.247	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1317	815	204	502	0	1923	887	0.919	788	1169	1.7	8.3	33.946	D
2	2203	2203	551	0	502	1088	2330	0.946	2161	1624	2.8	13.3	19.920	C
3	1419	993	248	426	0	1576	1178	0.843	979	1674	1.6	5.2	18.691	C
4	1641	1641	410	0	426	1457	2318	0.708	1635	1097	1.2	2.6	5.750	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1317	815	204	502	0	1935	880	0.926	808	1181	8.3	10.0	47.507	E
2	2203	2203	551	0	502	1108	2311	0.953	2190	1634	13.3	16.4	28.452	D
3	1419	993	248	426	0	1600	1162	0.855	990	1698	5.2	5.9	22.460	C
4	1641	1641	410	0	426	1475	2301	0.713	1640	1116	2.6	2.7	5.988	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1075	665	166	410	0	1596	1077	0.618	698	986	10.0	1.8	11.319	B
2	1799	1799	450	0	410	945	2464	0.730	1852	1350	16.4	3.1	7.033	A
3	1159	811	203	348	0	1360	1317	0.616	827	1437	5.9	1.8	8.348	A
4	1339	1339	335	0	348	1237	2526	0.530	1345	950	2.7	1.3	3.373	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	900	557	139	343	0	1328	1233	0.452	561	813	1.8	0.9	5.919	A
2	1506	1506	377	0	343	767	2630	0.573	1513	1122	3.1	1.5	3.563	A
3	970	679	170	291	0	1107	1479	0.459	683	1173	1.8	0.9	4.992	A
4	1122	1122	280	0	291	1017	2733	0.410	1124	772	1.3	0.8	2.463	A

ELM - DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	1,2,3,4	20.41	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	2207	70.00
2	1617	0.00
3	1818	0.00
4	1907	0.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	ELM - DM	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	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 (%)
1		ONE HOUR	✓	1465	100.000
2		ONE HOUR	✓	1968	100.000
3		ONE HOUR	✓	1660	100.000
4		ONE HOUR	✓	1546	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	1	2	3	4
1	0	787	375	303
2	315	1	901	751
3	350	589	0	721
4	271	1136	139	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	1	2	3	4
1	10	10	10	10
2	10	10	10	10
3	10	10	10	10
4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.92	48.32	9.4	E	1344	933
2	0.86	11.30	6.6	B	1806	2709
3	0.84	20.26	5.5	C	1523	1292
4	0.71	5.74	2.7	A	1419	2128

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1103	510	128	592	0	1399	1192	0.428	507	702	0.0	0.8	5.765	A
2	1482	1482	370	0	592	612	2775	0.534	1477	1295	0.0	1.3	3.040	A
3	1250	707	177	543	0	1027	1530	0.462	703	1061	0.0	0.9	4.768	A
4	1164	1164	291	0	543	940	2806	0.415	1161	790	0.0	0.8	2.404	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1317	610	152	707	0	1673	1032	0.590	607	840	0.8	1.5	9.238	A
2	1769	1769	442	0	707	731	2663	0.664	1766	1549	1.3	2.1	4.396	A
3	1492	844	211	648	0	1228	1401	0.603	841	1269	0.9	1.6	7.040	A
4	1390	1390	347	0	648	1125	2631	0.528	1388	945	0.8	1.2	3.181	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1613	746	187	867	0	2040	819	0.912	722	1022	1.5	7.7	34.708	D
2	2167	2167	542	0	867	874	2529	0.857	2151	1888	2.1	6.1	10.075	B
3	1828	1034	258	794	0	1489	1234	0.838	1020	1537	1.6	5.1	17.522	C
4	1702	1702	426	0	794	1365	2405	0.708	1697	1143	1.2	2.6	5.551	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1613	746	187	867	0	2052	812	0.920	740	1030	7.7	9.4	48.318	E
2	2167	2167	542	0	867	893	2512	0.863	2165	1899	6.1	6.6	11.297	B
3	1828	1034	258	794	0	1504	1224	0.845	1032	1553	5.1	5.5	20.261	C
4	1702	1702	426	0	794	1380	2391	0.712	1702	1157	2.6	2.7	5.739	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1317	610	152	707	0	1691	1022	0.596	640	851	9.4	1.7	11.175	B
2	1769	1769	442	0	707	766	2631	0.673	1786	1565	6.6	2.3	4.782	A
3	1492	844	211	648	0	1255	1384	0.610	859	1297	5.5	1.8	7.754	A
4	1390	1390	347	0	648	1146	2611	0.532	1395	968	2.7	1.3	3.273	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1103	510	128	592	0	1408	1187	0.430	514	707	1.7	0.8	5.909	A
2	1482	1482	370	0	592	619	2768	0.535	1486	1303	2.3	1.3	3.099	A
3	1250	707	177	543	0	1035	1525	0.464	710	1069	1.8	1.0	4.876	A
4	1164	1164	291	0	543	949	2798	0.416	1166	797	1.3	0.8	2.429	A

EMM - DS1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	1,2,3,4	25.98	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	2207	70.00
2	1617	0.00
3	1818	0.00
4	1907	0.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	EMM - DS1	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	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 (%)
1		ONE HOUR	✓	1187	100.000
2		ONE HOUR	✓	2005	100.000
3		ONE HOUR	✓	1268	100.000
4		ONE HOUR	✓	1525	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	1	2	3	4
1	0	455	440	292
2	463	0	830	712
3	354	544	0	370
4	275	984	266	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	1	2	3	4
1	10	10	10	10
2	10	10	10	10
3	10	10	10	10
4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.94	53.96	11.3	F	1089	1008
2	0.95	26.54	15.3	D	1840	2760
3	0.85	22.29	5.8	C	1164	1236
4	0.74	6.53	3.0	A	1399	2099

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	894	551	138	343	0	1346	1223	0.451	548	819	0.0	0.9	5.832	A
2	1509	1509	377	0	343	747	2648	0.570	1504	1146	0.0	1.4	3.444	A
3	955	676	169	279	0	1100	1484	0.456	672	1151	0.0	0.9	4.860	A
4	1148	1148	287	0	279	1020	2731	0.420	1145	752	0.0	0.8	2.491	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1067	658	165	409	0	1609	1070	0.615	655	979	0.9	1.7	9.473	A
2	1802	1802	451	0	409	894	2511	0.718	1797	1371	1.4	2.7	5.507	A
3	1140	807	202	333	0	1314	1346	0.600	804	1376	0.9	1.6	7.279	A
4	1371	1371	343	0	333	1219	2542	0.539	1369	899	0.8	1.3	3.369	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1307	806	201	501	0	1961	865	0.932	777	1187	1.7	9.0	36.966	E
2	2208	2208	552	0	501	1068	2348	0.940	2168	1670	2.7	12.5	18.967	C
3	1396	989	247	407	0	1581	1175	0.842	975	1656	1.6	5.2	18.605	C
4	1679	1679	420	0	407	1475	2301	0.730	1673	1080	1.3	2.9	6.238	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1307	806	201	501	0	1973	858	0.940	797	1199	9.0	11.3	53.958	F
2	2208	2208	552	0	501	1090	2328	0.948	2196	1681	12.5	15.3	26.544	D
3	1396	989	247	407	0	1605	1159	0.853	986	1681	5.2	5.8	22.285	C
4	1679	1679	420	0	407	1493	2284	0.735	1679	1098	2.9	3.0	6.532	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1067	658	165	409	0	1628	1059	0.622	696	1001	11.3	1.9	12.020	B
2	1802	1802	451	0	409	936	2471	0.729	1852	1388	15.3	3.0	6.883	A
3	1140	807	202	333	0	1363	1315	0.614	823	1425	5.8	1.8	8.311	A
4	1371	1371	343	0	333	1251	2513	0.546	1378	935	3.0	1.3	3.511	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	894	551	138	343	0	1354	1218	0.452	555	825	1.9	0.9	6.003	A
2	1509	1509	377	0	343	755	2640	0.572	1516	1154	3.0	1.5	3.542	A
3	955	676	169	279	0	1110	1477	0.458	679	1162	1.8	0.9	4.985	A
4	1148	1148	287	0	279	1029	2721	0.422	1150	760	1.3	0.8	2.525	A

EMM - DS1, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	1,2,3,4	27.25	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	2207	70.00
2	1617	0.00
3	1818	0.00
4	1907	0.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	EMM - DS1	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	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 (%)
1		ONE HOUR	✓	1475	100.000
2		ONE HOUR	✓	1941	100.000
3		ONE HOUR	✓	1657	100.000
4		ONE HOUR	✓	1602	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	1	2	3	4
1	0	795	373	307
2	315	1	896	729
3	362	596	0	699
4	257	1215	130	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	1	2	3	4
1	10	10	10	10
2	10	10	10	10
3	10	10	10	10
4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.98	79.88	16.3	F	1353	936
2	0.84	9.96	5.7	A	1781	2672
3	0.85	20.72	5.8	C	1520	1319
4	0.74	6.50	3.1	A	1470	2205

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1110	512	128	599	0	1457	1158	0.442	508	700	0.0	0.9	6.062	A
2	1461	1461	365	0	599	606	2780	0.526	1456	1359	0.0	1.2	2.981	A
3	1247	721	180	526	0	1014	1539	0.469	717	1049	0.0	1.0	4.799	A
4	1206	1206	302	0	526	955	2792	0.432	1203	777	0.0	0.8	2.486	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1326	611	153	715	0	1742	992	0.616	608	838	0.9	1.7	10.215	B
2	1745	1745	436	0	715	725	2669	0.654	1742	1626	1.2	2.0	4.254	A
3	1490	861	215	628	0	1212	1411	0.610	858	1254	1.0	1.7	7.122	A
4	1440	1440	360	0	628	1142	2615	0.551	1438	929	0.8	1.3	3.358	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1624	749	187	875	0	2124	770	0.972	709	1020	1.7	11.6	48.437	E
2	2137	2137	534	0	875	852	2550	0.838	2124	1981	2.0	5.4	9.015	A
3	1824	1055	264	770	0	1464	1250	0.844	1040	1512	1.7	5.3	17.815	C
4	1764	1764	441	0	770	1386	2385	0.740	1757	1118	1.3	3.0	6.239	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1624	749	187	875	0	2137	762	0.982	730	1027	11.6	16.3	79.878	F
2	2137	2137	534	0	875	873	2530	0.845	2136	1994	5.4	5.7	9.958	A
3	1824	1055	264	770	0	1479	1240	0.851	1053	1529	5.3	5.8	20.721	C
4	1764	1764	441	0	770	1400	2372	0.744	1763	1132	3.0	3.1	6.504	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1326	611	153	715	0	1762	981	0.623	669	849	16.3	1.9	15.037	C
2	1745	1745	436	0	715	786	2611	0.668	1759	1644	5.7	2.2	4.719	A
3	1490	861	215	628	0	1249	1388	0.621	877	1296	5.8	1.8	7.980	A
4	1440	1440	360	0	628	1163	2595	0.555	1447	963	3.1	1.4	3.471	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1110	512	128	599	0	1466	1153	0.444	516	705	1.9	0.9	6.254	A
2	1461	1461	365	0	599	614	2772	0.527	1465	1368	2.2	1.2	3.040	A
3	1247	721	180	526	0	1022	1534	0.470	725	1057	1.8	1.0	4.914	A
4	1206	1206	302	0	526	963	2784	0.433	1208	783	1.4	0.8	2.518	A

EML - DS2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	1,2,3,4	26.32	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	2207	70.00
2	1617	0.00
3	1818	0.00
4	1907	0.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	EML - DS2	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	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 (%)
1		ONE HOUR	✓	1192	100.000
2		ONE HOUR	✓	2001	100.000
3		ONE HOUR	✓	1269	100.000
4		ONE HOUR	✓	1497	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	1	2	3	4
1	0	448	457	287
2	460	0	815	726
3	335	551	0	383
4	278	945	274	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	1	2	3	4
1	10	10	10	10
2	10	10	10	10
3	10	10	10	10
4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.94	52.78	11.3	F	1094	1024
2	0.95	28.94	16.7	D	1836	2754
3	0.84	21.22	5.5	C	1164	1220
4	0.72	6.07	2.7	A	1374	2061

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	897	560	140	337	0	1328	1234	0.454	557	805	0.0	0.9	5.820	A
2	1506	1506	377	0	337	762	2634	0.572	1501	1122	0.0	1.5	3.478	A
3	955	667	167	288	0	1104	1481	0.450	663	1159	0.0	0.9	4.823	A
4	1127	1127	282	0	288	1008	2741	0.411	1124	759	0.0	0.8	2.445	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1072	669	167	403	0	1588	1082	0.618	666	962	0.9	1.7	9.432	A
2	1799	1799	450	0	403	912	2495	0.721	1794	1342	1.5	2.8	5.607	A
3	1141	796	199	344	0	1320	1342	0.593	794	1385	0.9	1.6	7.183	A
4	1346	1346	336	0	344	1206	2555	0.527	1344	907	0.8	1.2	3.266	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1312	819	205	493	0	1936	879	0.932	790	1166	1.7	9.0	36.422	E
2	2203	2203	551	0	493	1091	2327	0.947	2161	1635	2.8	13.4	20.093	C
3	1397	976	244	422	0	1585	1172	0.833	962	1666	1.6	4.9	17.891	C
4	1648	1648	412	0	422	1459	2316	0.712	1642	1089	1.2	2.7	5.826	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1312	819	205	493	0	1947	873	0.938	810	1177	9.0	11.3	52.784	F
2	2203	2203	551	0	493	1112	2308	0.955	2190	1645	13.4	16.7	28.937	D
3	1397	976	244	422	0	1610	1156	0.844	973	1691	4.9	5.5	21.218	C
4	1648	1648	412	0	422	1477	2300	0.717	1648	1107	2.7	2.7	6.069	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1072	669	167	403	0	1605	1072	0.624	706	984	11.3	1.9	11.908	B
2	1799	1799	450	0	403	954	2455	0.733	1853	1358	16.7	3.1	7.162	A
3	1141	796	199	344	0	1371	1309	0.608	811	1436	5.5	1.7	8.178	A
4	1346	1346	336	0	344	1237	2525	0.533	1352	945	2.7	1.3	3.392	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	897	560	140	337	0	1336	1229	0.456	564	811	1.9	0.9	5.989	A
2	1506	1506	377	0	337	771	2626	0.574	1513	1130	3.1	1.5	3.579	A
3	955	667	167	288	0	1114	1474	0.452	670	1169	1.7	0.9	4.946	A
4	1127	1127	282	0	288	1018	2732	0.413	1129	766	1.3	0.8	2.474	A

EML - DS2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	1,2,3,4	22.77	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	2207	70.00
2	1617	0.00
3	1818	0.00
4	1907	0.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	EML - DS2	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	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 (%)
1		ONE HOUR	✓	1457	100.000
2		ONE HOUR	✓	1977	100.000
3		ONE HOUR	✓	1653	100.000
4		ONE HOUR	✓	1589	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	1	2	3	4
1	0	781	377	299
2	309	1	909	758
3	360	585	0	708
4	275	1173	141	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	1	2	3	4
1	10	10	10	10
2	10	10	10	10
3	10	10	10	10
4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.94	58.62	11.4	F	1337	930
2	0.87	11.51	6.7	B	1814	2721
3	0.85	20.60	5.7	C	1517	1301
4	0.73	6.16	3.0	A	1458	2187

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1097	509	127	588	0	1425	1177	0.432	506	708	0.0	0.8	5.873	A
2	1488	1488	372	0	588	611	2775	0.536	1483	1320	0.0	1.3	3.056	A
3	1244	711	178	533	0	1025	1532	0.464	708	1070	0.0	0.9	4.784	A
4	1196	1196	299	0	533	940	2806	0.426	1193	792	0.0	0.8	2.450	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1310	608	152	702	0	1705	1014	0.599	605	847	0.8	1.6	9.600	A
2	1777	1777	444	0	702	731	2663	0.667	1774	1578	1.3	2.2	4.434	A
3	1486	850	212	636	0	1226	1403	0.606	847	1279	0.9	1.7	7.083	A
4	1428	1428	357	0	636	1125	2632	0.543	1427	947	0.8	1.3	3.280	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1604	744	186	860	0	2078	797	0.934	715	1030	1.6	8.9	39.421	E
2	2177	2177	544	0	860	870	2534	0.859	2161	1923	2.2	6.2	10.203	B
3	1820	1040	260	780	0	1483	1237	0.841	1026	1547	1.7	5.2	17.726	C
4	1750	1750	437	0	780	1365	2405	0.728	1743	1145	1.3	2.9	5.948	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1604	744	186	860	0	2090	789	0.943	734	1038	8.9	11.4	58.625	F
2	2177	2177	544	0	860	890	2515	0.866	2175	1935	6.2	6.7	11.509	B
3	1820	1040	260	780	0	1500	1227	0.848	1038	1565	5.2	5.7	20.602	C
4	1750	1750	437	0	780	1380	2391	0.732	1749	1159	2.9	3.0	6.161	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1310	608	152	702	0	1723	1003	0.606	646	858	11.4	1.7	12.259	B
2	1777	1777	444	0	702	774	2623	0.678	1795	1596	6.7	2.3	4.878	A
3	1486	850	212	636	0	1255	1384	0.614	865	1313	5.7	1.8	7.856	A
4	1428	1428	357	0	636	1146	2611	0.547	1435	974	3.0	1.3	3.384	A

18:00 - 18:15

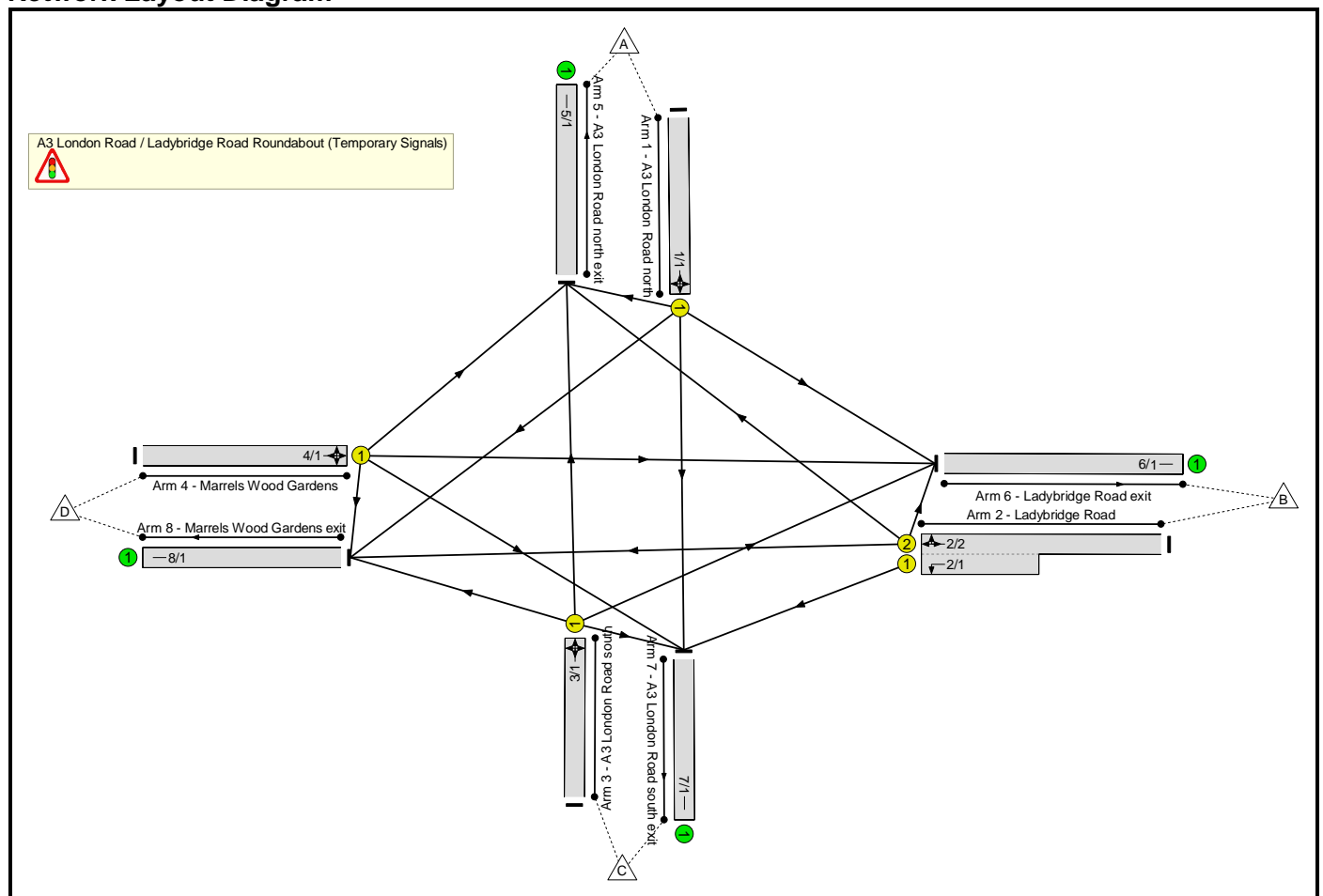
Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1097	509	127	588	0	1434	1172	0.434	512	713	1.7	0.9	6.038	A
2	1488	1488	372	0	588	619	2768	0.538	1493	1328	2.3	1.3	3.117	A
3	1244	711	178	533	0	1033	1526	0.466	715	1078	1.8	1.0	4.897	A
4	1196	1196	299	0	533	949	2798	0.428	1198	799	1.3	0.8	2.478	A

Full Input Data And Results
Full Input Data And Results

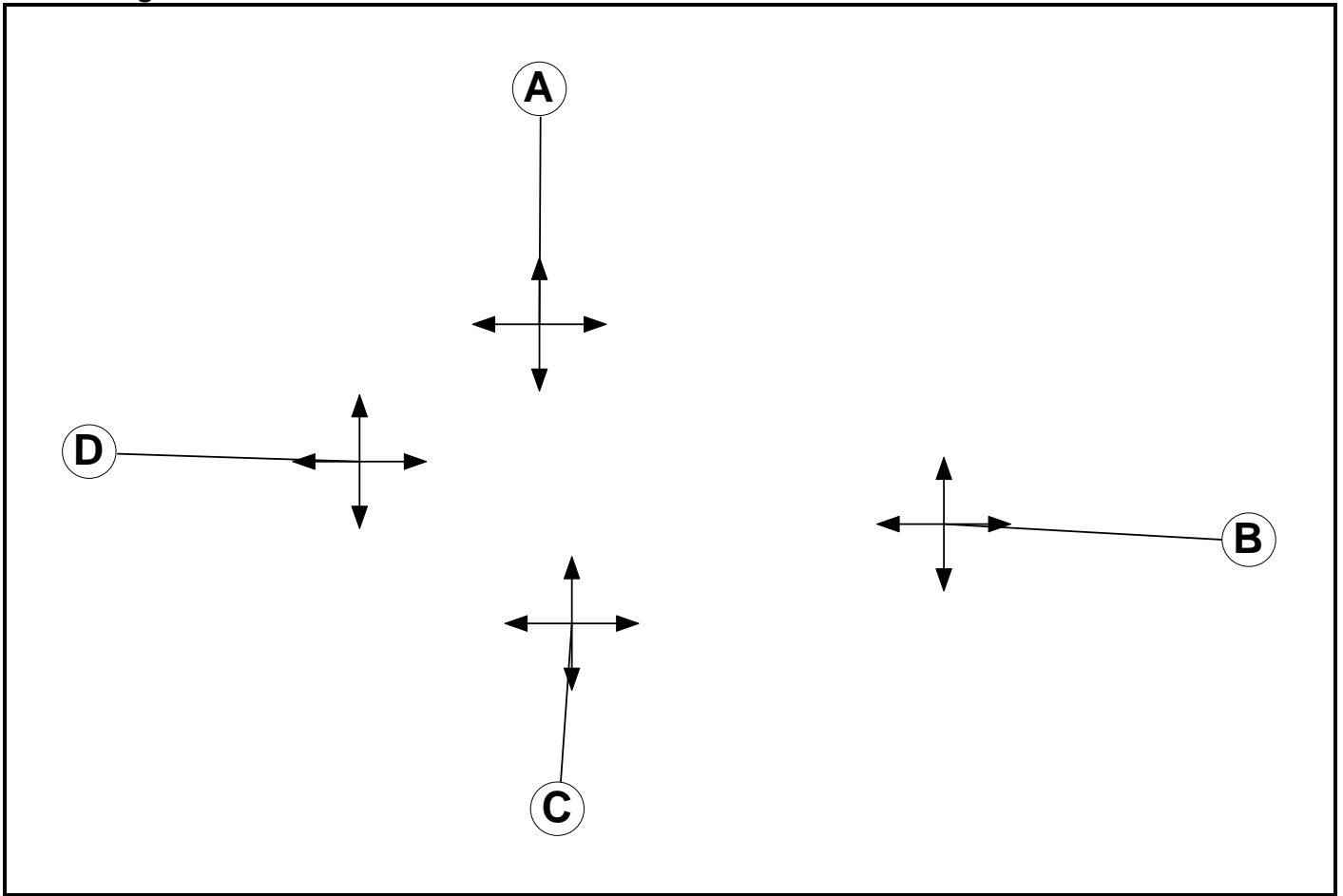
User and Project Details

Project:	
Title:	A3 London Road / Ladybridge Road temporary signals
Location:	
Additional detail:	
File name:	A3 London Rd_Ladybridge Rd temporary signals.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

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

Full Input Data And Results

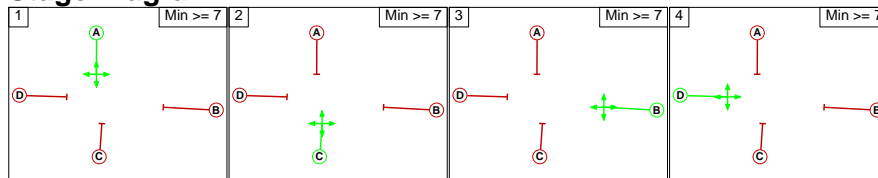
Phase Intergrens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A		6	7	9
	B	9		6	7
	C	7	9		6
	D	6	7	9	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		7	6	9
	2	7		9	6
	3	9	6		7
	4	6	9	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A3 London Road / Ladybridge Road Roundabout (Temporary Signals)

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: A3 London Road / Ladybridge Road Roundabout (Temporary Signals)												
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 (A3 London Road north)	U	A	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 U-Turn	12.00
											Arm 6 Left	20.00
											Arm 7 Ahead	65.00
											Arm 8 Right	12.00
2/1 (Ladybridge Road)	U	B	2	3	8.7	Geom	-	3.50	0.00	Y	Arm 7 Left	30.00
2/2 (Ladybridge Road)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Right	12.00
											Arm 6 U-Turn	12.00
											Arm 8 Ahead	65.00
3/1 (A3 London Road south)	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Ahead	65.00
											Arm 6 Right	12.00
											Arm 7 U-Turn	12.00
											Arm 8 Left	20.00
4/1 (Marrels Wood Gardens)	U	D	2	3	60.0	Geom	-	2.50	0.00	Y	Arm 5 Left	20.00
											Arm 6 Ahead	65.00
											Arm 7 Right	12.00
											Arm 8 U-Turn	12.00
5/1 (A3 London Road north exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Ladybridge Road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A3 London Road south exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Marrels Wood Gardens exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'EMM - DS1 AM'	08:00	09:00	01:00	
2: 'EMM - DS1 PM'	17:00	18:00	01:00	
3: 'EML - DS2 AM'	08:00	09:00	01:00	
4: 'EML - DS2 PM'	17:00	18:00	01:00	

Scenario 1: 'EMM - DS1 AM' (FG1: 'EMM - DS1 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	92	515	0	607
	B	40	0	59	0	99
	C	411	127	0	0	538
	D	0	0	0	0	0
	Tot.	451	219	574	0	1244

Traffic Lane Flows

Lane	Scenario 1: EMM - DS1 AM
Junction: A3 London Road / Ladybridge Road Roundabout (Temporary Signals)	
1/1	607
2/1 (short)	59
2/2 (with short)	99(In) 40(Out)
3/1	538
4/1	0
5/1	451
6/1	219
7/1	574
8/1	0

Lane Saturation Flows

Junction: A3 London Road / Ladybridge Road Roundabout (Temporary Signals)								
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 (A3 London Road north)	4.00	0.00	Y	Arm 5 U-Turn	12.00	0.0 %	1955	1955
				Arm 6 Left	20.00	15.2 %		
				Arm 7 Ahead	65.00	84.8 %		
				Arm 8 Right	12.00	0.0 %		
2/1 (Ladybridge Road)	3.50	0.00	Y	Arm 7 Left	30.00	100.0 %	1871	1871
				Arm 5 Right	12.00	100.0 %		
2/2 (Ladybridge Road)	3.50	0.00	Y	Arm 6 U-Turn	12.00	0.0 %	1747	1747
				Arm 8 Ahead	65.00	0.0 %		
3/1 (A3 London Road south)	4.00	0.00	Y	Arm 5 Ahead	65.00	76.4 %	1924	1924
				Arm 6 Right	12.00	23.6 %		
				Arm 7 U-Turn	12.00	0.0 %		
				Arm 8 Left	20.00	0.0 %		
4/1 (Marrels Wood Gardens)	2.50	0.00	Y	Arm 5 Left	20.00	0.0 %	1865	1865
				Arm 6 Ahead	65.00	0.0 %		
				Arm 7 Right	12.00	0.0 %		
				Arm 8 U-Turn	12.00	0.0 %		
5/1 (A3 London Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Ladybridge Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A3 London Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Marrels Wood Gardens exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'EMM - DS1 PM' (FG2: 'EMM - DS1 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	49	465	0	514	
B	59	0	84	0	143	
C	504	101	0	0	605	
D	0	0	0	0	0	
Tot.	563	150	549	0	1262	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: EMM - DS1 PM
Junction: A3 London Road / Ladybridge Road Roundabout (Temporary Signals)	
1/1	514
2/1 (short)	84
2/2 (with short)	143(In) 59(Out)
3/1	605
4/1	0
5/1	563
6/1	150
7/1	549
8/1	0

Lane Saturation Flows

Junction: A3 London Road / Ladybridge Road Roundabout (Temporary Signals)								
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 (A3 London Road north)	4.00	0.00	Y	Arm 5 U-Turn	12.00	0.0 %	1960	1960
				Arm 6 Left	20.00	9.5 %		
				Arm 7 Ahead	65.00	90.5 %		
				Arm 8 Right	12.00	0.0 %		
2/1 (Ladybridge Road)	3.50	0.00	Y	Arm 7 Left	30.00	100.0 %	1871	1871
				Arm 5 Right	12.00	100.0 %		
2/2 (Ladybridge Road)	3.50	0.00	Y	Arm 6 U-Turn	12.00	0.0 %	1747	1747
				Arm 8 Ahead	65.00	0.0 %		
3/1 (A3 London Road south)	4.00	0.00	Y	Arm 5 Ahead	65.00	83.3 %	1937	1937
				Arm 6 Right	12.00	16.7 %		
				Arm 7 U-Turn	12.00	0.0 %		
				Arm 8 Left	20.00	0.0 %		
4/1 (Marrels Wood Gardens)	2.50	0.00	Y	Arm 5 Left	20.00	0.0 %	1865	1865
				Arm 6 Ahead	65.00	0.0 %		
				Arm 7 Right	12.00	0.0 %		
				Arm 8 U-Turn	12.00	0.0 %		
5/1 (A3 London Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Ladybridge Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A3 London Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Marrels Wood Gardens exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'EML - DS2 AM' (FG3: 'EML - DS2 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	93	527	0	620	
B	40	0	59	0	99	
C	407	126	0	0	533	
D	0	0	0	0	0	
Tot.	447	219	586	0	1252	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: EML - DS2 AM
Junction: A3 London Road / Ladybridge Road Roundabout (Temporary Signals)	
1/1	620
2/1 (short)	59
2/2 (with short)	99(In) 40(Out)
3/1	533
4/1	0
5/1	447
6/1	219
7/1	586
8/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: A3 London Road / Ladybridge Road Roundabout (Temporary Signals)								
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 (A3 London Road north)	4.00	0.00	Y	Arm 5 U-Turn	12.00	0.0 %	1955	1955
				Arm 6 Left	20.00	15.0 %		
				Arm 7 Ahead	65.00	85.0 %		
				Arm 8 Right	12.00	0.0 %		
2/1 (Ladybridge Road)	3.50	0.00	Y	Arm 7 Left	30.00	100.0 %	1871	1871
				Arm 5 Right	12.00	100.0 %		
2/2 (Ladybridge Road)	3.50	0.00	Y	Arm 6 U-Turn	12.00	0.0 %	1747	1747
				Arm 8 Ahead	65.00	0.0 %		
3/1 (A3 London Road south)	4.00	0.00	Y	Arm 5 Ahead	65.00	76.4 %	1924	1924
				Arm 6 Right	12.00	23.6 %		
				Arm 7 U-Turn	12.00	0.0 %		
				Arm 8 Left	20.00	0.0 %		
4/1 (Marrels Wood Gardens)	2.50	0.00	Y	Arm 5 Left	20.00	0.0 %	1865	1865
				Arm 6 Ahead	65.00	0.0 %		
				Arm 7 Right	12.00	0.0 %		
				Arm 8 U-Turn	12.00	0.0 %		
5/1 (A3 London Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Ladybridge Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A3 London Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Marrels Wood Gardens exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'EML - DS2 PM' (FG4: 'EML - DS2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	49	465	0	514	
B	64	0	93	0	157	
C	495	101	0	0	596	
D	0	0	0	0	0	
Tot.	559	150	558	0	1267	

Full Input Data And Results

Traffic Lane Flows

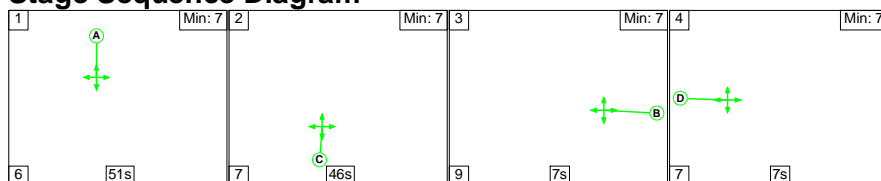
Lane	Scenario 4: EML - DS2 PM
Junction: A3 London Road / Ladybridge Road Roundabout (Temporary Signals)	
1/1	514
2/1 (short)	93
2/2 (with short)	157(In) 64(Out)
3/1	596
4/1	0
5/1	559
6/1	150
7/1	558
8/1	0

Lane Saturation Flows

Junction: A3 London Road / Ladybridge Road Roundabout (Temporary Signals)								
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 (A3 London Road north)	4.00	0.00	Y	Arm 5 U-Turn	12.00	0.0 %	1960	1960
				Arm 6 Left	20.00	9.5 %		
				Arm 7 Ahead	65.00	90.5 %		
				Arm 8 Right	12.00	0.0 %		
2/1 (Ladybridge Road)	3.50	0.00	Y	Arm 7 Left	30.00	100.0 %	1871	1871
				Arm 5 Right	12.00	100.0 %		
2/2 (Ladybridge Road)	3.50	0.00	Y	Arm 6 U-Turn	12.00	0.0 %	1747	1747
				Arm 8 Ahead	65.00	0.0 %		
3/1 (A3 London Road south)	4.00	0.00	Y	Arm 5 Ahead	65.00	83.1 %	1937	1937
				Arm 6 Right	12.00	16.9 %		
				Arm 7 U-Turn	12.00	0.0 %		
				Arm 8 Left	20.00	0.0 %		
4/1 (Marrels Wood Gardens)	2.50	0.00	Y	Arm 5 Left	20.00	0.0 %	1865	1865
				Arm 6 Ahead	65.00	0.0 %		
				Arm 7 Right	12.00	0.0 %		
				Arm 8 U-Turn	12.00	0.0 %		
5/1 (A3 London Road north exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Ladybridge Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A3 London Road south exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Marrels Wood Gardens exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'EMM - DS1 AM' (FG1: 'EMM - DS1 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

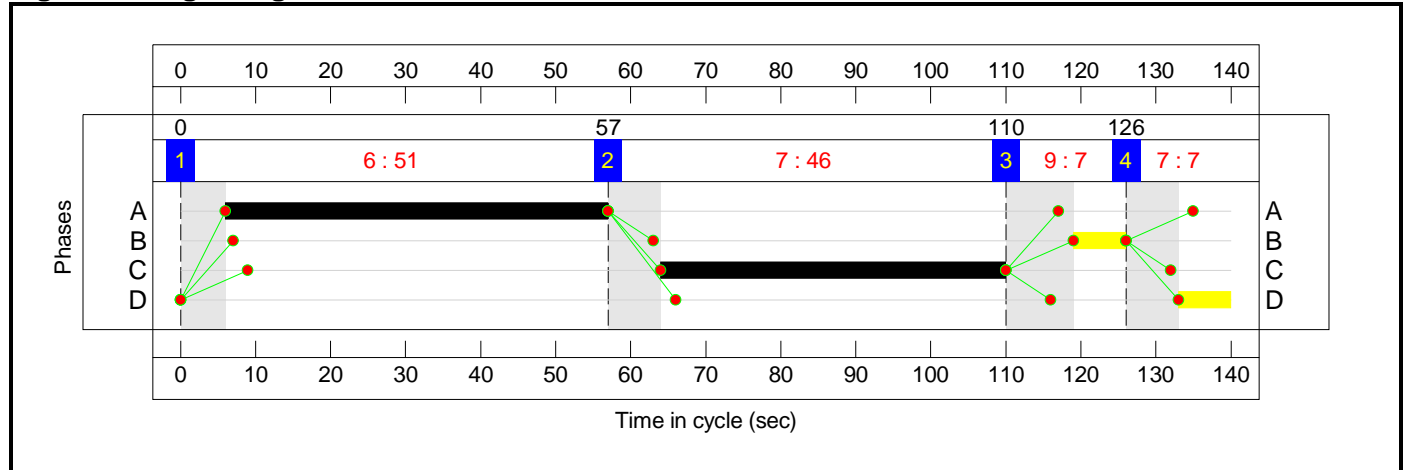


Full Input Data And Results

Stage Timings

Stage	1	2	3	4
Duration	51	46	7	7
Change Point	0	57	110	126

Signal Timings Diagram



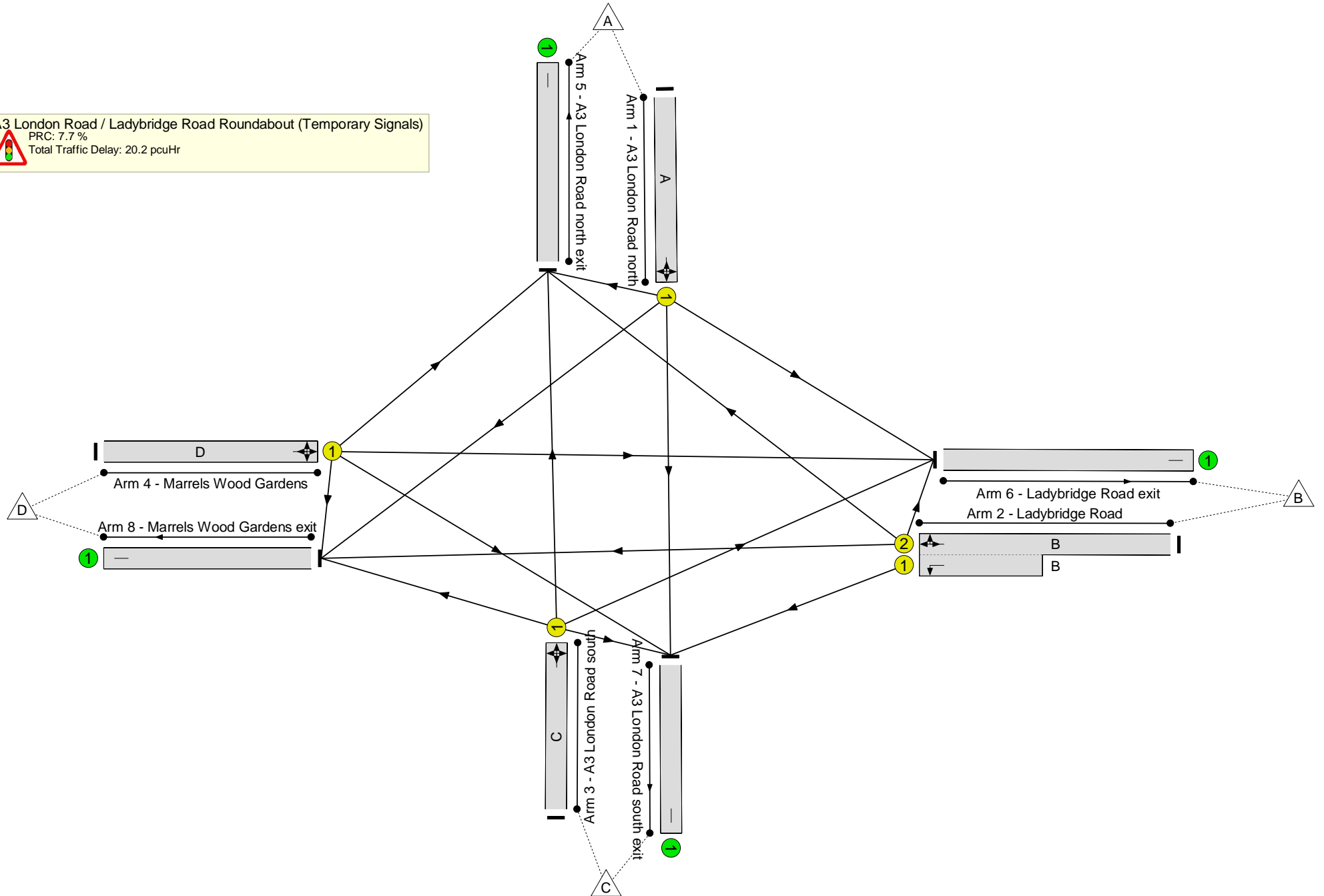
Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A3 London Road / Ladybridge Road Roundabout (Temporary Signals)

PRC: 7.7 %

Total Traffic Delay: 20.2 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	83.6%
A3 London Road / Ladybridge Road Roundabout (Temporary Signals)	-	-	N/A	-	-		-	-	-	-	-	-	83.6%
1/1	A3 London Road north U-Turn Left Ahead Right	U	N/A	N/A	A		1	51	-	607	1955	726	83.6%
2/2+2/1	Ladybridge Road Right U-Turn Left Ahead	U	N/A	N/A	B		1	7	-	99	1747:1871	97+107	41.2 : 55.2%
3/1	A3 London Road south Ahead Right U-Turn Left	U	N/A	N/A	C		1	46	-	538	1924	646	83.3%
4/1	Marrels Wood Gardens Left Ahead Right U-Turn	U	N/A	N/A	D		1	7	-	0	1865	107	0.0%
5/1	A3 London Road north exit	U	N/A	N/A	-		-	-	-	451	Inf	Inf	0.0%
6/1	Ladybridge Road exit	U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%
7/1	A3 London Road south exit	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
8/1	Marrels Wood Gardens exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

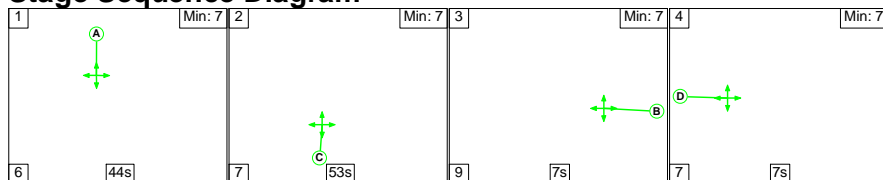
Full Input Data And Results

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	-	-	0	0	0	14.9	5.3	0.0	20.2	-	-	-	-
A3 London Road / Ladybridge Road Roundabout (Temporary Signals)	-	-	0	0	0	14.9	5.3	0.0	20.2	-	-	-	-
1/1	607	607	-	-	-	6.8	2.4	-	9.2	54.6	21.4	2.4	23.9
2/2+2/1	99	99	-	-	-	1.8	0.5	-	2.2	81.1	2.2	0.5	2.7
3/1	538	538	-	-	-	6.4	2.4	-	8.8	58.9	19.3	2.4	21.7
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 7.7 Total Delay for Signalled Lanes (pcuHr): 20.23 Cycle Time (s): 140</p> <p> PRC Over All Lanes (%): 7.7 Total Delay Over All Lanes (pcuHr): 20.23</p>													

Full Input Data And Results

Scenario 2: 'EMM - DS1 PM' (FG2: 'EMM - DS1 PM', Plan 1: 'Network Control Plan 1')

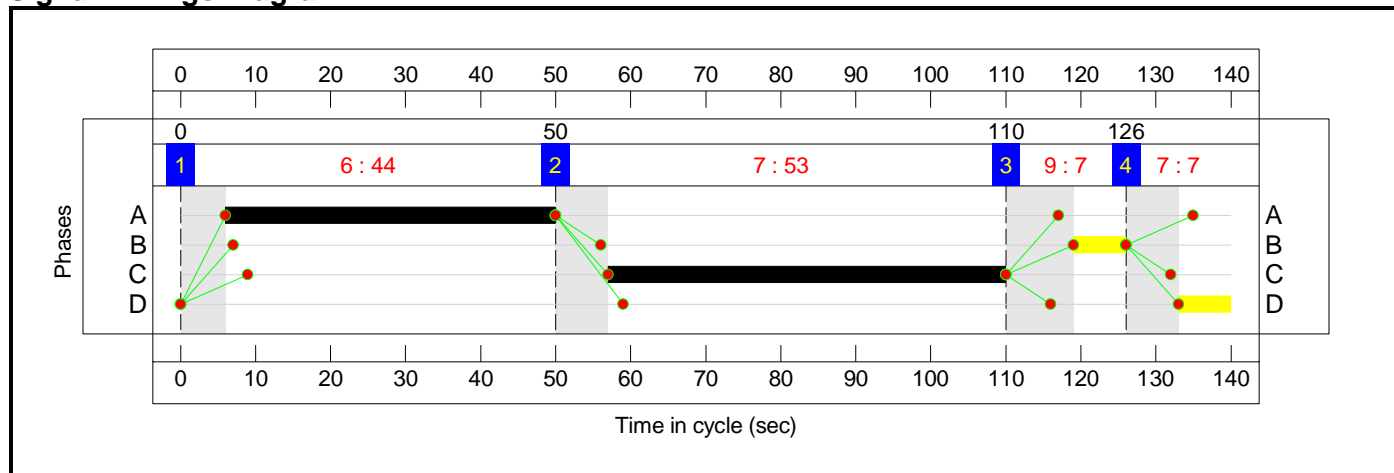
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	44	53	7	7
Change Point	0	50	110	126

Signal Timings Diagram



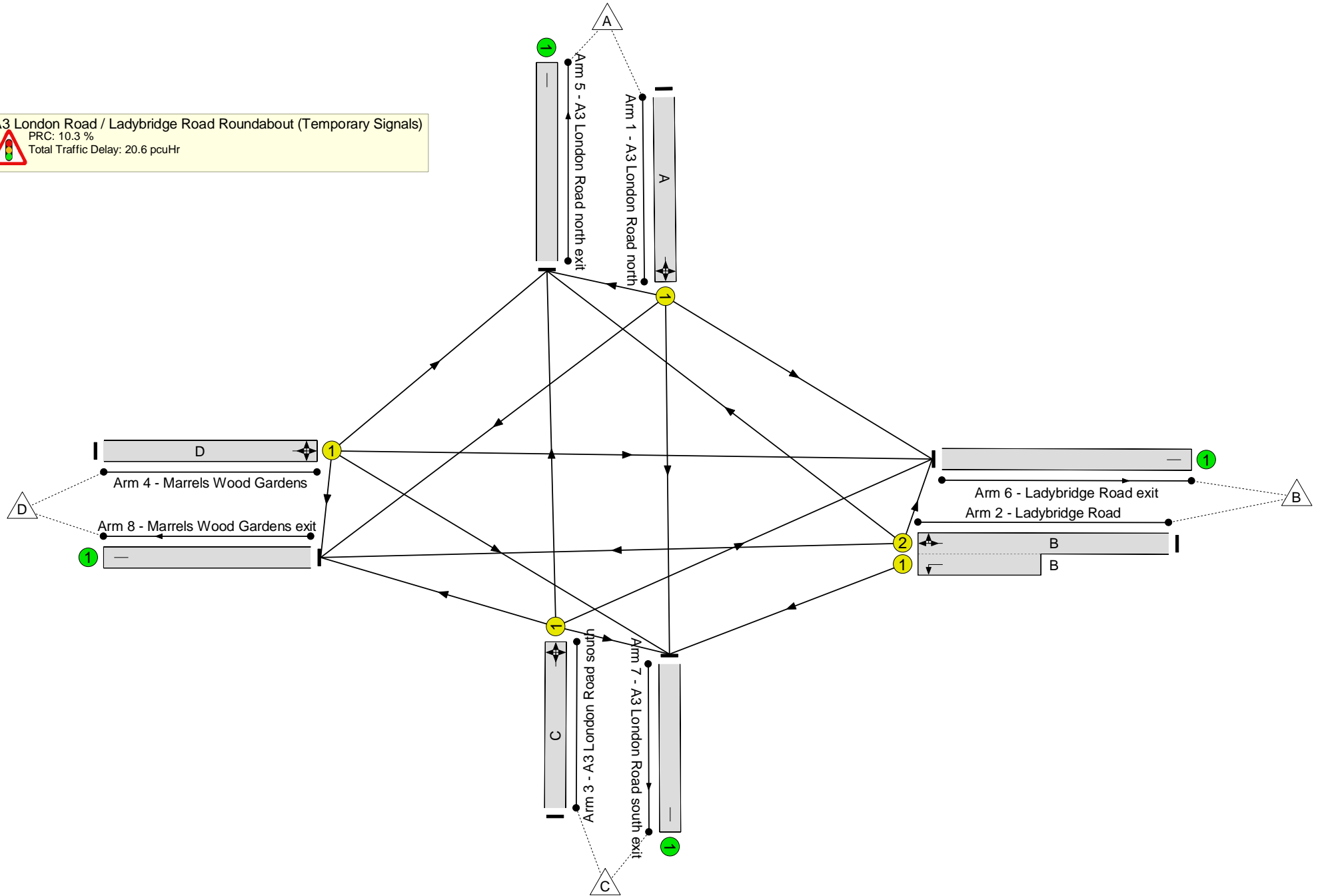
Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A3 London Road / Ladybridge Road Roundabout (Temporary Signals)

PRC: 10.3 %

Total Traffic Delay: 20.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	81.6%
A3 London Road / Ladybridge Road Roundabout (Temporary Signals)	-	-	N/A	-	-		-	-	-	-	-	-	81.6%
1/1	A3 London Road north U-Turn Left Ahead Right	U	N/A	N/A	A		1	44	-	514	1960	630	81.6%
2/2+2/1	Ladybridge Road Right U-Turn Left Ahead	U	N/A	N/A	B		1	7	-	143	1747:1871	100+107	59.1 : 78.6%
3/1	A3 London Road south Ahead Right U-Turn Left	U	N/A	N/A	C		1	53	-	605	1937	747	81.0%
4/1	Marrels Wood Gardens Left Ahead Right U-Turn	U	N/A	N/A	D		1	7	-	0	1865	107	0.0%
5/1	A3 London Road north exit	U	N/A	N/A	-		-	-	-	563	Inf	Inf	0.0%
6/1	Ladybridge Road exit	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
7/1	A3 London Road south exit	U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
8/1	Marrels Wood Gardens exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

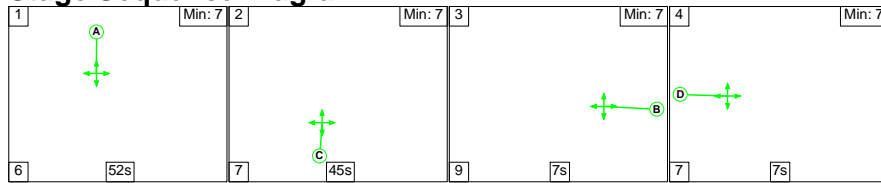
Full Input Data And Results

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	-	-	0	0	0	15.3	5.3	0.0	20.6	-	-	-	-
A3 London Road / Ladybridge Road Roundabout (Temporary Signals)	-	-	0	0	0	15.3	5.3	0.0	20.6	-	-	-	-
1/1	514	514	-	-	-	6.2	2.1	-	8.4	58.7	18.3	2.1	20.4
2/2+2/1	143	143	-	-	-	2.6	1.1	-	3.7	92.2	3.2	1.1	4.3
3/1	605	605	-	-	-	6.5	2.1	-	8.5	50.7	21.0	2.1	23.1
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	563	563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	10.3	Total Delay for Signalled Lanes (pcuHr):			20.56	Cycle Time (s): 140				
			PRC Over All Lanes (%):	10.3	Total Delay Over All Lanes (pcuHr):			20.56					

Full Input Data And Results

Scenario 3: 'EML - DS2 AM' (FG3: 'EML - DS2 AM', Plan 1: 'Network Control Plan 1')

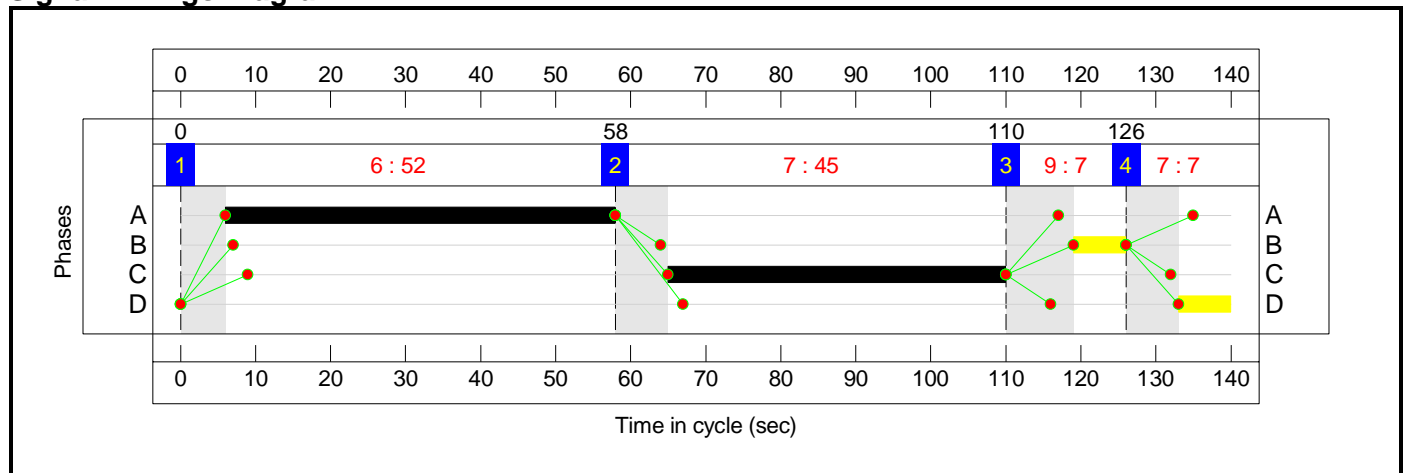
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	52	45	7	7
Change Point	0	58	110	126

Signal Timings Diagram

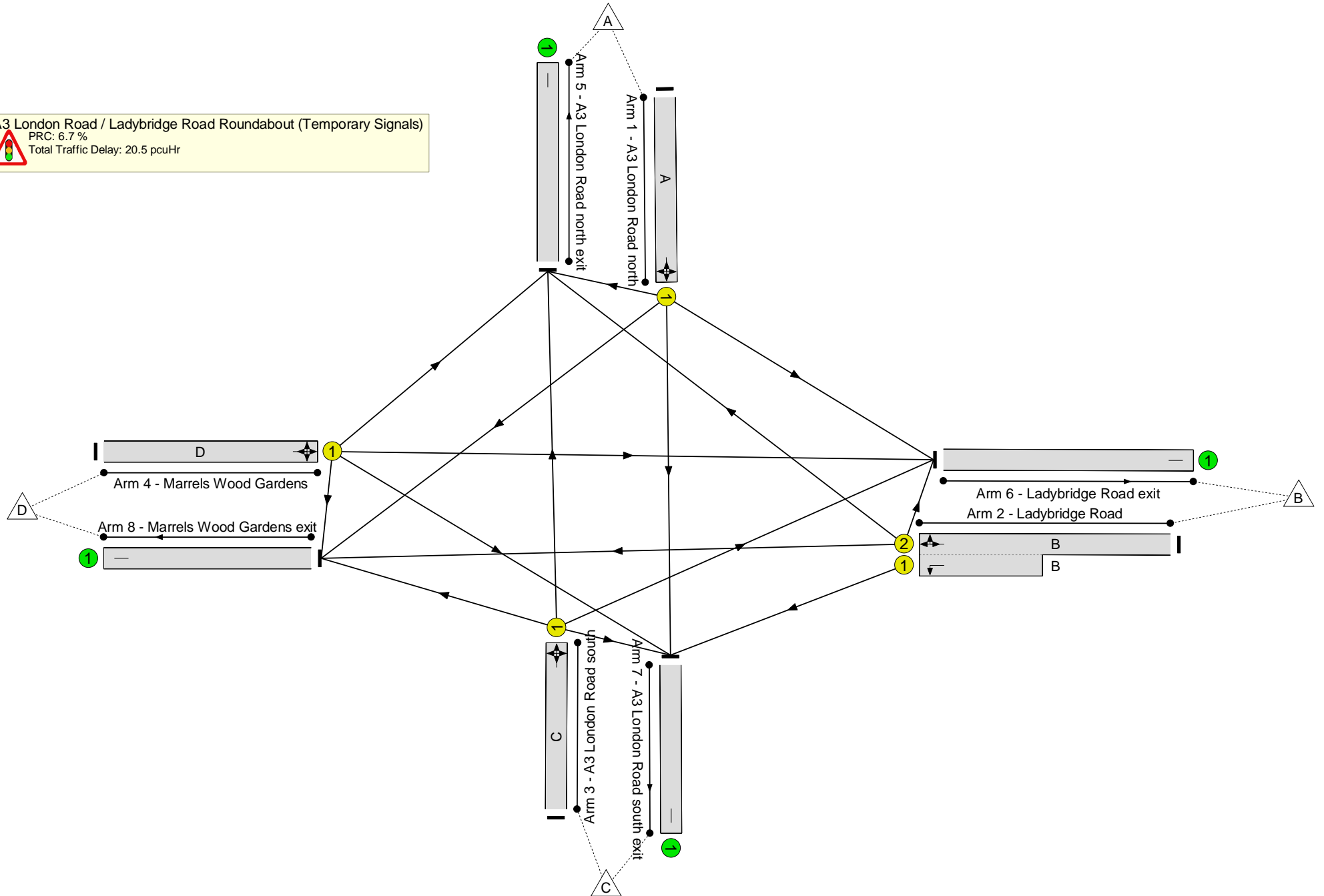


Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A3 London Road / Ladybridge Road Roundabout (Temporary Signals)

PRC: 6.7 %
Total Traffic Delay: 20.5 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	84.3%
A3 London Road / Ladybridge Road Roundabout (Temporary Signals)	-	-	N/A	-	-		-	-	-	-	-	-	84.3%
1/1	A3 London Road north U-Turn Left Ahead Right	U	N/A	N/A	A		1	52	-	620	1955	740	83.8%
2/2+2/1	Ladybridge Road Right U-Turn Left Ahead	U	N/A	N/A	B		1	7	-	99	1747:1871	97+107	41.2 : 55.2%
3/1	A3 London Road south Ahead Right U-Turn Left	U	N/A	N/A	C		1	45	-	533	1924	632	84.3%
4/1	Marrels Wood Gardens Left Ahead Right U-Turn	U	N/A	N/A	D		1	7	-	0	1865	107	0.0%
5/1	A3 London Road north exit	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
6/1	Ladybridge Road exit	U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%
7/1	A3 London Road south exit	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%
8/1	Marrels Wood Gardens exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

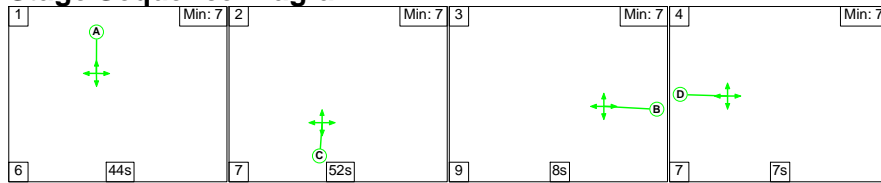
Full Input Data And Results

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	-	-	0	0	0	15.0	5.5	0.0	20.5	-	-	-	-
A3 London Road / Ladybridge Road Roundabout (Temporary Signals)	-	-	0	0	0	15.0	5.5	0.0	20.5	-	-	-	-
1/1	620	620	-	-	-	6.8	2.5	-	9.3	54.0	21.9	2.5	24.4
2/2+2/1	99	99	-	-	-	1.8	0.5	-	2.2	81.1	2.2	0.5	2.7
3/1	533	533	-	-	-	6.5	2.6	-	9.0	60.9	19.2	2.6	21.8
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 6.7 Total Delay for Signalled Lanes (pcuHr): 20.54 Cycle Time (s): 140 PRC Over All Lanes (%): 6.7 Total Delay Over All Lanes (pcuHr): 20.54</p>													

Full Input Data And Results

Scenario 4: 'EML - DS2 PM' (FG4: 'EML - DS2 PM', Plan 1: 'Network Control Plan 1')

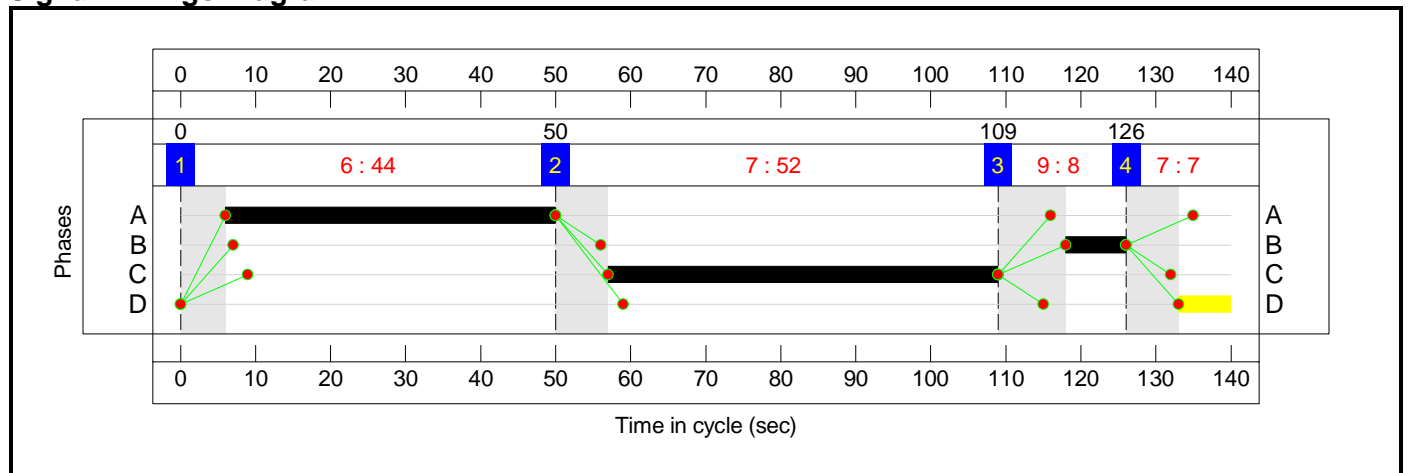
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	44	52	8	7
Change Point	0	50	109	126

Signal Timings Diagram



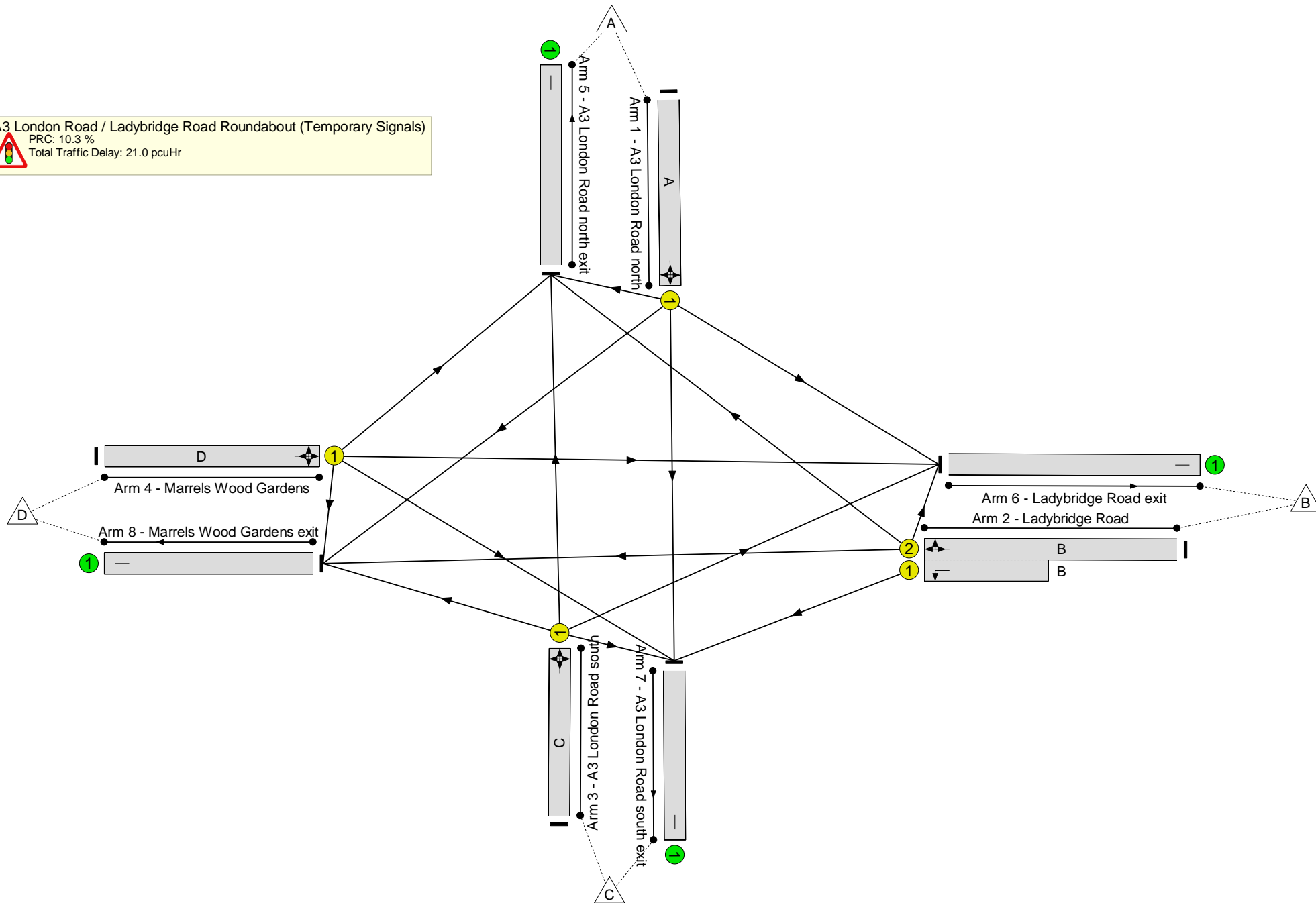
Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A3 London Road / Ladybridge Road Roundabout (Temporary Signals)

PRC: 10.3 %

Total Traffic Delay: 21.0 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	81.6%
A3 London Road / Ladybridge Road Roundabout (Temporary Signals)	-	-	N/A	-	-		-	-	-	-	-	-	81.6%
1/1	A3 London Road north U-Turn Left Ahead Right	U	N/A	N/A	A		1	44	-	514	1960	630	81.6%
2/2+2/1	Ladybridge Road Right U-Turn Left Ahead	U	N/A	N/A	B		1	8	-	157	1747:1871	95+120	67.5 : 77.3%
3/1	A3 London Road south Ahead Right U-Turn Left	U	N/A	N/A	C		1	52	-	596	1937	733	81.3%
4/1	Marrels Wood Gardens Left Ahead Right U-Turn	U	N/A	N/A	D		1	7	-	0	1865	107	0.0%
5/1	A3 London Road north exit	U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
6/1	Ladybridge Road exit	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
7/1	A3 London Road south exit	U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
8/1	Marrels Wood Gardens exit	U	N/A	N/A	-		-	-	-	0	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	-	-	0	0	0	15.5	5.5	0.0	21.0	-	-	-	-
A3 London Road / Ladybridge Road Roundabout (Temporary Signals)	-	-	0	0	0	15.5	5.5	0.0	21.0	-	-	-	-
1/1	514	514	-	-	-	6.2	2.1	-	8.4	58.7	18.3	2.1	20.4
2/2+2/1	157	157	-	-	-	2.8	1.3	-	4.1	93.8	3.5	1.3	4.8
3/1	596	596	-	-	-	6.5	2.1	-	8.6	51.8	20.7	2.1	22.8
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 10.3 Total Delay for Signalled Lanes (pcuHr): 21.04 Cycle Time (s): 140 PRC Over All Lanes (%): 10.3 Total Delay Over All Lanes(pcuHr): 21.04</p>													

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2019
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Filename: A3 London Rd_Ladybridge Rd.j9

Path: \\uk.wspgroup.com\central data\Projects\62100xxx\62100616 - Aquind VO No.3\A DCO\D. EIA\5. WIP\12. Traffic and Transport\Transport Assessment\Analysis & Calcs\ARCADY\TA Models and Outputs

Report generation date: 28/10/2019 15:39:29

»ELM - DM, AM

»ELM - DM, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	ELM - DM							
Arm 1	0.8	4.59	0.43	A	0.6	3.93	0.35	A
Arm 2	1.9	8.10	0.64	A	13.3	39.93	0.94	E
Arm 3	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm 4	11.3	47.48	0.93	E	35.5	129.79	1.05	F

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.

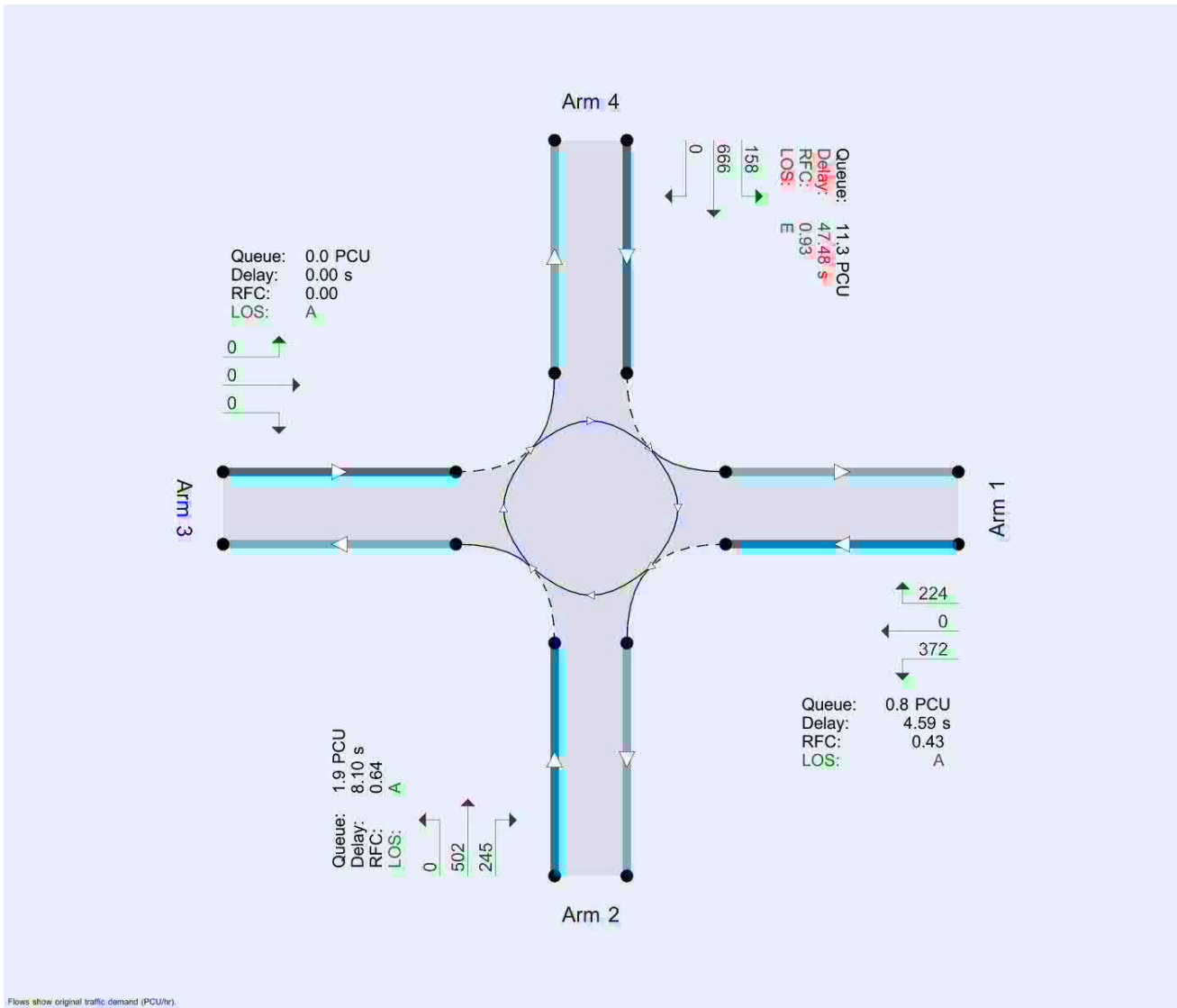
File summary

File Description

Title	A3 London Road / Ladybridge Road Roundabout
Location	
Site number	
Date	07/08/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	62100616
Enumerator	CORP\UKAJT009
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	ELM - DM	AM	ONE HOUR	07:45	09:15	15
D2	ELM - DM	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

ELM - DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - 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	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	21.90	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Ladybridge Road	
2	A3 London Road south	
3	Marrels Wood Gardens	
4	A3 London Road north	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.70	8.40	36.0	20.0	22.0	33.0	
2	4.00	5.80	9.0	15.0	22.0	30.0	
3	3.10	6.80	2.5	15.0	22.0	33.0	
4	3.90	4.10	1.0	10.0	22.0	32.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.744	2103
2	0.621	1519
3	0.532	1104
4	0.533	1151

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	ELM - DM	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	596	100.000
2		✓	793	100.000
3		✓	0	100.000
4		✓	831	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	372	0	224
	2	245	46	0	502
	3	0	0	0	0
	4	158	666	0	7

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.43	4.59	0.8	A
2	0.64	8.10	1.9	A
3	0.00	0.00	0.0	A
4	0.93	47.48	11.3	E

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	449	536	1705	0.263	447	0.4	3.143	A
2	597	173	1412	0.423	594	0.8	4.823	A
3	0	767	696	0.000	0	0.0	0.000	A
4	626	218	1035	0.605	619	1.6	9.391	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	536	642	1626	0.330	535	0.5	3.628	A
2	713	207	1391	0.513	712	1.1	5.820	A
3	0	919	615	0.000	0	0.0	0.000	A
4	747	261	1012	0.739	742	2.9	14.405	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	656	770	1531	0.429	655	0.8	4.517	A
2	873	254	1362	0.641	870	1.9	8.001	A
3	0	1124	506	0.000	0	0.0	0.000	A
4	915	319	981	0.933	889	9.5	35.671	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	656	786	1519	0.432	656	0.8	4.589	A
2	873	254	1361	0.641	873	1.9	8.104	A
3	0	1127	504	0.000	0	0.0	0.000	A
4	915	320	980	0.934	908	11.3	47.477	E

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	536	672	1603	0.334	537	0.6	3.715	A
2	713	208	1390	0.513	716	1.2	5.903	A
3	0	924	612	0.000	0	0.0	0.000	A
4	747	263	1011	0.739	779	3.3	19.090	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	449	547	1697	0.264	449	0.4	3.174	A
2	597	174	1411	0.423	598	0.8	4.882	A
3	0	773	693	0.000	0	0.0	0.000	A
4	626	220	1034	0.605	632	1.7	10.010	B

ELM - DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - 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	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	63.40	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	ELM - DM	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	488	100.000
2		✓	1165	100.000
3		✓	0	100.000
4		✓	849	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	260	0	228
	2	371	74	0	720
	3	0	0	0	0
	4	201	643	0	5

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.35	3.93	0.6	A
2	0.94	39.93	13.3	E
3	0.00	0.00	0.0	A
4	1.05	129.79	35.5	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	367	537	1704	0.216	366	0.3	2.957	A
2	877	175	1411	0.622	870	1.8	7.233	A
3	0	1045	548	0.000	0	0.0	0.000	A
4	639	332	974	0.657	631	2.0	11.311	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	439	642	1626	0.270	438	0.4	3.333	A
2	1047	209	1389	0.754	1042	3.2	11.194	B
3	0	1251	439	0.000	0	0.0	0.000	A
4	763	398	939	0.813	754	4.3	20.500	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	537	739	1554	0.346	537	0.6	3.890	A
2	1283	256	1360	0.943	1250	11.3	29.732	D
3	0	1506	303	0.000	0	0.0	0.000	A
4	935	478	896	1.043	864	21.9	69.621	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	537	753	1543	0.348	537	0.6	3.935	A
2	1283	256	1360	0.943	1274	13.3	39.929	E
3	0	1531	290	0.000	0	0.0	0.000	A
4	935	487	891	1.049	881	35.5	129.793	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	439	740	1553	0.282	439	0.4	3.555	A
2	1047	210	1389	0.754	1086	3.6	14.615	B
3	0	1297	414	0.000	0	0.0	0.000	A
4	763	415	930	0.821	879	6.5	84.009	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	367	557	1689	0.218	368	0.3	3.000	A
2	877	176	1410	0.622	884	1.8	7.617	A
3	0	1060	540	0.000	0	0.0	0.000	A
4	639	338	971	0.658	657	2.2	13.246	B

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
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Filename: A3 Maurepas Way_A3 London Rd.j9

Path: \\uk.wspgroup.com\central data\Projects\62100xxx\62100616 - Aquind VO No.3\A DCO\D. EIA\5. WIP\12. Traffic and Transport\Transport Assessment\Analysis & Calcs\ARCADY\TA Models and Outputs

Report generation date: 28/10/2019 15:25:48

- »ELM - DM, AM
- »ELM - DM, PM
- »EMM - DS1, AM
- »EMM - DS1, PM
- »EML - DS2, AM
- »EML - DS2, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
ELM - DM								
Arm 1	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm 2	450.3	1552.58	1.60	F	431.3	1604.01	1.65	F
Arm 4	1.6	5.33	0.59	A	9.7	25.86	0.91	D
Arm 5	1.2	4.79	0.53	A	1.8	7.70	0.63	A
EMM - DS1								
Arm 1	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm 2	442.8	1486.32	1.57	F	328.8	1126.50	1.48	F
Arm 4	0.5	3.33	0.33	A	0.9	4.73	0.45	A
Arm 5	0.9	3.57	0.46	A	0.8	3.60	0.44	A
EML - DS2								
Arm 1	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm 2	435.6	1463.49	1.56	F	326.8	1119.74	1.48	F
Arm 4	0.5	3.34	0.33	A	0.9	4.72	0.45	A
Arm 5	0.9	3.58	0.46	A	0.8	3.61	0.44	A

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

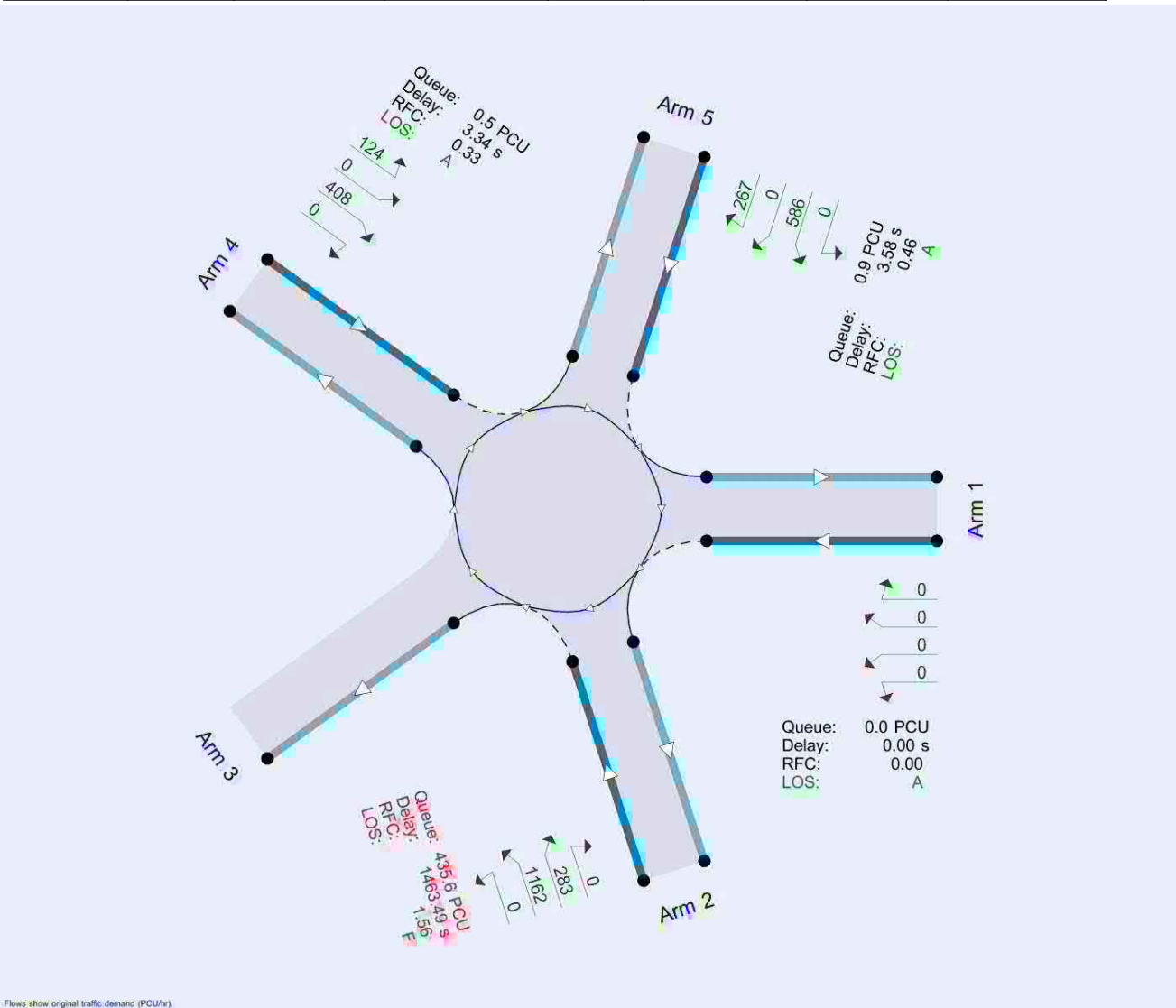
File summary

File Description

Title	A3 Maurepas Way / A3 London Road Roundabout
Location	
Site number	
Date	08/08/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	62100616
Enumerator	CORP\UKAJT009
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	ELM - DM	AM	ONE HOUR	07:45	09:15	15
D2	ELM - DM	PM	ONE HOUR	16:45	18:15	15
D3	EMM - DS1	AM	ONE HOUR	07:45	09:15	15
D4	EMM - DS1	PM	ONE HOUR	16:45	18:15	15
D5	EML - DS2	AM	ONE HOUR	07:45	09:15	15
D6	EML - DS2	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

ELM - DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	681.25	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Shopping Centre	
2	Rockville Drive	
3	PFS	
4	A3 London Road	
5	A3 Maurepas Way	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.80	10.40	3.0	8.0	32.0	50.0	
2	3.70	4.60	2.0	10.0	32.0	29.0	
3							✓
4	5.20	8.20	7.0	25.0	32.0	40.0	
5	7.00	8.90	11.0	15.0	32.0	36.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.510	1200
2	0.535	1177
3		
4	0.691	1910
5	0.787	2399

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	ELM - DM	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	0	100.000
2		✓	1417	100.000
3				
4		✓	977	100.000
5		✓	849	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	1224	193
	3	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4	0	735	0	1	241
	5	0	509	0	340	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	10	10	10	10	10
	2	10	10	10	10	10
	3	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4	10	10	10	10	10
	5	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.00	0.00	0.0	A
2	1.60	1552.58	450.3	F
3				
4	0.59	5.33	1.6	A
5	0.53	4.79	1.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1189	594	0.000	0	0.0	0.000	A
2	1067	256	1040	1.026	986	20.2	49.884	E
3		1242						
4	736	134	1817	0.405	733	0.7	3.642	A
5	639	552	1965	0.325	637	0.5	2.976	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1423	475	0.000	0	0.0	0.000	A
2	1274	306	1013	1.257	1010	86.0	201.830	F
3		1317						
4	878	138	1815	0.484	877	1.0	4.217	A
5	763	661	1879	0.406	762	0.7	3.541	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1742	313	0.000	0	0.0	0.000	A
2	1560	375	976	1.598	976	232.0	593.368	F
3		1351						
4	1076	133	1818	0.592	1074	1.6	5.301	A
5	935	809	1763	0.530	933	1.2	4.760	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1745	311	0.000	0	0.0	0.000	A
2	1560	375	976	1.598	976	378.0	1104.266	F
3		1351						
4	1076	133	1818	0.592	1076	1.6	5.332	A
5	935	810	1762	0.531	935	1.2	4.788	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1428	472	0.000	0	0.0	0.000	A
2	1274	307	1012	1.258	1012	443.4	1450.827	F
3		1320						
4	878	138	1815	0.484	880	1.0	4.249	A
5	763	663	1877	0.407	765	0.8	3.565	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1195	591	0.000	0	0.0	0.000	A
2	1067	257	1039	1.026	1039	450.3	1552.582	F
3		1296						
4	736	142	1812	0.406	737	0.8	3.684	A
5	639	555	1963	0.326	640	0.5	2.995	A

ELM - DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	625.87	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	ELM - DM	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	0	100.000
2		✓	1306	100.000
3				
4		✓	1310	100.000
5		✓	795	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	597	709
	3	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4	0	1169	0	0	141
	5	0	273	0	522	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	1	2	3	4	5
1	10	10	10	10	10
2	10	10	10	10	10
3	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4	10	10	10	10	10
5	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.00	0.00	0.0	A
2	1.65	1604.01	431.3	F
3				
4	0.91	25.86	9.7	D
5	0.63	7.70	1.8	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1470	451	0.000	0	0.0	0.000	A
2	983	391	967	1.016	912	17.9	49.125	E
3		1303						
4	986	495	1568	0.629	979	1.8	6.641	A
5	599	874	1712	0.350	596	0.6	3.541	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1759	304	0.000	0	0.0	0.000	A
2	1174	468	926	1.268	924	80.6	206.711	F
3		1392						
4	1178	501	1564	0.753	1172	3.2	9.968	A
5	715	1046	1576	0.453	713	0.9	4.583	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	2139	110	0.000	0	0.0	0.000	A
2	1438	572	871	1.652	870	222.4	634.446	F
3		1443						
4	1442	473	1584	0.911	1420	8.9	21.646	C
5	875	1267	1402	0.624	872	1.8	7.415	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	2159	100	0.000	0	0.0	0.000	A
2	1438	575	869	1.654	869	364.5	1221.337	F
3		1444						
4	1442	472	1584	0.911	1439	9.7	25.863	D
5	875	1284	1389	0.630	875	1.8	7.698	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1791	287	0.000	0	0.0	0.000	A
2	1174	472	925	1.270	925	426.9	1518.608	F
3		1396						
4	1178	502	1563	0.753	1203	3.5	11.665	B
5	715	1073	1555	0.460	718	0.9	4.755	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1485	443	0.000	0	0.0	0.000	A
2	983	394	966	1.018	966	431.3	1604.011	F
3		1360						
4	986	524	1548	0.637	992	2.0	7.208	A
5	599	886	1702	0.352	600	0.6	3.595	A

EMM - DS1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	762.17	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	EMM - DS1	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	0	100.000
2		✓	1450	100.000
3				
4		✓	531	100.000
5		✓	853	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	1168	282
	3	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4	0	406	0	0	125
	5	0	585	0	268	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	1	2	3	4	5
1	10	10	10	10	10
2	10	10	10	10	10
3	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4	10	10	10	10	10
5	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.00	0.00	0.0	A
2	1.57	1486.32	442.8	F
3				
4	0.33	3.33	0.5	A
5	0.46	3.57	0.9	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	945	719	0.000	0	0.0	0.000	A
2	1092	201	1069	1.021	1013	19.7	47.966	E
3		1214						
4	400	197	1774	0.225	398	0.3	2.876	A
5	642	305	2160	0.297	640	0.5	2.603	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1131	624	0.000	0	0.0	0.000	A
2	1304	241	1048	1.244	1045	84.3	191.277	F
3		1286						
4	477	203	1770	0.270	477	0.4	3.063	A
5	767	365	2112	0.363	766	0.6	2.940	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1385	495	0.000	0	0.0	0.000	A
2	1596	295	1019	1.566	1019	228.7	559.706	F
3		1314						
4	585	198	1773	0.330	584	0.5	3.328	A
5	939	447	2048	0.459	938	0.9	3.565	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1386	494	0.000	0	0.0	0.000	A
2	1596	295	1019	1.567	1019	373.0	1050.272	F
3		1314						
4	585	198	1773	0.330	585	0.5	3.330	A
5	939	447	2048	0.459	939	0.9	3.571	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1133	623	0.000	0	0.0	0.000	A
2	1304	241	1048	1.244	1048	437.0	1386.801	F
3		1289						
4	477	204	1769	0.270	478	0.4	3.069	A
5	767	365	2112	0.363	768	0.6	2.951	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	949	717	0.000	0	0.0	0.000	A
2	1092	202	1069	1.021	1069	442.8	1486.324	F
3		1271						
4	400	208	1767	0.226	400	0.3	2.898	A
5	642	306	2159	0.298	643	0.5	2.615	A

EMM - DS1, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	545.18	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	EMM - DS1	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	0	100.000
2		✓	1304	100.000
3				
4		✓	630	100.000
5		✓	771	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	564	740
	3	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4	0	522	0	0	108
	5	0	418	0	353	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	1	2	3	4	5
1	10	10	10	10	10
2	10	10	10	10	10
3	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4	10	10	10	10	10
5	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.00	0.00	0.0	A
2	1.48	1126.50	328.8	F
3				
4	0.45	4.73	0.9	A
5	0.44	3.60	0.8	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	970	706	0.000	0	0.0	0.000	A
2	982	265	1035	0.948	939	10.7	32.919	D
3		1204						
4	474	533	1542	0.308	472	0.5	3.696	A
5	580	391	2091	0.278	579	0.4	2.616	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1161	608	0.000	0	0.0	0.000	A
2	1172	317	1007	1.164	999	54.0	130.425	F
3		1316						
4	566	567	1518	0.373	566	0.6	4.154	A
5	693	469	2030	0.341	693	0.6	2.958	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1422	476	0.000	0	0.0	0.000	A
2	1436	388	969	1.481	969	170.7	425.504	F
3		1357						
4	694	550	1530	0.453	693	0.9	4.721	A
5	849	574	1948	0.436	848	0.8	3.597	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1424	475	0.000	0	0.0	0.000	A
2	1436	389	969	1.482	969	287.4	840.758	F
3		1358						
4	694	550	1530	0.453	694	0.9	4.732	A
5	849	575	1947	0.436	849	0.8	3.605	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1164	607	0.000	0	0.0	0.000	A
2	1172	318	1007	1.164	1007	328.8	1101.577	F
3		1325						
4	566	571	1515	0.374	567	0.7	4.180	A
5	693	470	2029	0.342	694	0.6	2.969	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	975	704	0.000	0	0.0	0.000	A
2	982	266	1035	0.949	1031	316.4	1126.497	F
3		1297						
4	474	585	1506	0.315	475	0.5	3.843	A
5	580	393	2090	0.278	581	0.4	2.627	A

EML - DS2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	748.97	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	EML - DS2	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	0	100.000
2		✓	1445	100.000
3				
4		✓	532	100.000
5		✓	853	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	1162	283
	3	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4	0	408	0	0	124
	5	0	586	0	267	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	1	2	3	4	5
1	10	10	10	10	10
2	10	10	10	10	10
3	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4	10	10	10	10	10
5	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.00	0.00	0.0	A
2	1.56	1463.49	435.6	F
3				
4	0.33	3.34	0.5	A
5	0.46	3.58	0.9	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	947	718	0.000	0	0.0	0.000	A
2	1088	200	1070	1.017	1011	19.1	46.946	E
3		1212						
4	401	198	1773	0.226	399	0.3	2.879	A
5	642	306	2158	0.298	640	0.5	2.605	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1133	623	0.000	0	0.0	0.000	A
2	1299	240	1049	1.239	1046	82.5	187.111	F
3		1285						
4	478	205	1769	0.270	478	0.4	3.068	A
5	767	367	2111	0.363	766	0.6	2.943	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1387	493	0.000	0	0.0	0.000	A
2	1591	294	1020	1.560	1020	225.3	550.350	F
3		1313						
4	586	200	1772	0.331	585	0.5	3.334	A
5	939	449	2046	0.459	938	0.9	3.570	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1388	493	0.000	0	0.0	0.000	A
2	1591	294	1020	1.560	1020	368.2	1035.775	F
3		1314						
4	586	200	1772	0.331	586	0.5	3.337	A
5	939	449	2046	0.459	939	0.9	3.577	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1135	622	0.000	0	0.0	0.000	A
2	1299	240	1048	1.239	1048	430.9	1367.785	F
3		1289						
4	478	205	1768	0.270	479	0.4	3.071	A
5	767	367	2110	0.363	768	0.6	2.952	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	950	716	0.000	0	0.0	0.000	A
2	1088	201	1069	1.017	1069	435.6	1463.493	F
3		1270						
4	401	209	1765	0.227	401	0.3	2.902	A
5	642	307	2157	0.298	643	0.5	2.615	A

EML - DS2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	541.28	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	EML - DS2	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	0	100.000
2		✓	1301	100.000
3				
4		✓	628	100.000
5		✓	773	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	561	740
	3	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4	0	520	0	0	108
	5	0	418	0	355	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	1	2	3	4	5
1	10	10	10	10	10
2	10	10	10	10	10
3	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4	10	10	10	10	10
5	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.00	0.00	0.0	A
2	1.48	1119.74	326.8	F
3				
4	0.45	4.72	0.9	A
5	0.44	3.61	0.8	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	970	706	0.000	0	0.0	0.000	A
2	979	266	1034	0.947	937	10.6	32.685	D
3		1204						
4	473	533	1542	0.307	471	0.5	3.691	A
5	582	390	2092	0.278	580	0.4	2.616	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1161	608	0.000	0	0.0	0.000	A
2	1170	319	1006	1.162	998	53.4	129.423	F
3		1317						
4	565	568	1518	0.372	564	0.6	4.148	A
5	695	467	2032	0.342	694	0.6	2.958	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1422	476	0.000	0	0.0	0.000	A
2	1432	390	968	1.480	968	169.6	423.121	F
3		1358						
4	691	550	1530	0.452	690	0.9	4.711	A
5	851	572	1949	0.437	850	0.8	3.598	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1424	475	0.000	0	0.0	0.000	A
2	1432	391	968	1.480	968	285.8	836.939	F
3		1359						
4	691	550	1530	0.452	691	0.9	4.722	A
5	851	573	1949	0.437	851	0.8	3.606	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	1164	607	0.000	0	0.0	0.000	A
2	1170	320	1006	1.163	1006	326.8	1096.318	F
3		1325						
4	565	572	1515	0.373	566	0.7	4.176	A
5	695	468	2031	0.342	696	0.6	2.970	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	0	975	704	0.000	0	0.0	0.000	A
2	979	268	1034	0.948	1030	314.1	1119.736	F
3		1298						
4	473	586	1505	0.314	473	0.5	3.841	A
5	582	392	2091	0.278	583	0.4	2.626	A