Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

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TRANSPORT TECHNICAL NOTE – NARBOROUGH LEVEL CROSSING

Hinckley National Rail Freight Interchange

PROJECT NAME	**Hinckley National Rail Freight Interchange**		
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1. INTRODUCTION

1.1 This Technical Note has been produced to outline modelling undertaken to predict the operation of Narborough Level crossing in the 2036 forecast modelling scenarios.

2. MODELLING METHODOLOGY

SURVEY DATA ANALYSIS

2.1 Manual turning count and queue surveys were commissioned at the following locations between 11/10/2023 and17/10/2023.

- J1 – Leicester Road / Station Road mini-roundabout;
- J2 – Leicester Road / Coventry Road / School Lane / Desford Road mini-roundabout;
- J3 – Station Road / Riverside Way priority junction.

2.2 Further to the above, concurrent surveys were undertaken at Narborough Level Crossing to record the duration of barrier downtime and uptime and associated queues. It is acknowledged that school holidays started week commencing 16/10/2023 in Narborough. However, the survey results provide an illustration of how the crossing operates during weekdays, weekend and school holidays respectively.

2.3 Traffic movements originating from J1 and J3 were used to calculate the number of vehicles travelling southbound and northbound across the Narborough Level crossing. **Table 1** shows the total number of vehicles crossing Narborough Level Crossing, the frequency of barrier downtimes and the average barrier downtime for each day. Full survey results are contained in **Appendix 1**.

Table 1: Daily Survey Results

	Traffic Flow (veh)	No. Down Time	Avg. Downtime (s)
11/10/2023	8674	83	213
12/10/2023	8214	75	205
13/10/2023	8142	83	206
14/10/2023	6054	66	195
15/10/2023	4169	42	196
16/10/2023	6123	83	203
17/10/2023	6534	85	200

2.4 **Table 1** indicates that the traffic flows and average downtimes were the highest on Wednesday 11th October. Consequently, to provide a robust assessment, the data from this survey day has been utilised to provide a basis for future year assessment.

2.5 An analysis was undertaken to understand the extents of the existing queues formed as a result of the Narborough Level crossing. It was noted that the maximum level of queues formed between 0800-0900 and 1700-1800 in the morning and evening peak hours respectively. The extents of the queues are illustrated in **Figure 1** and **2** below.

Figure 1: Morning Peak Hour Queues

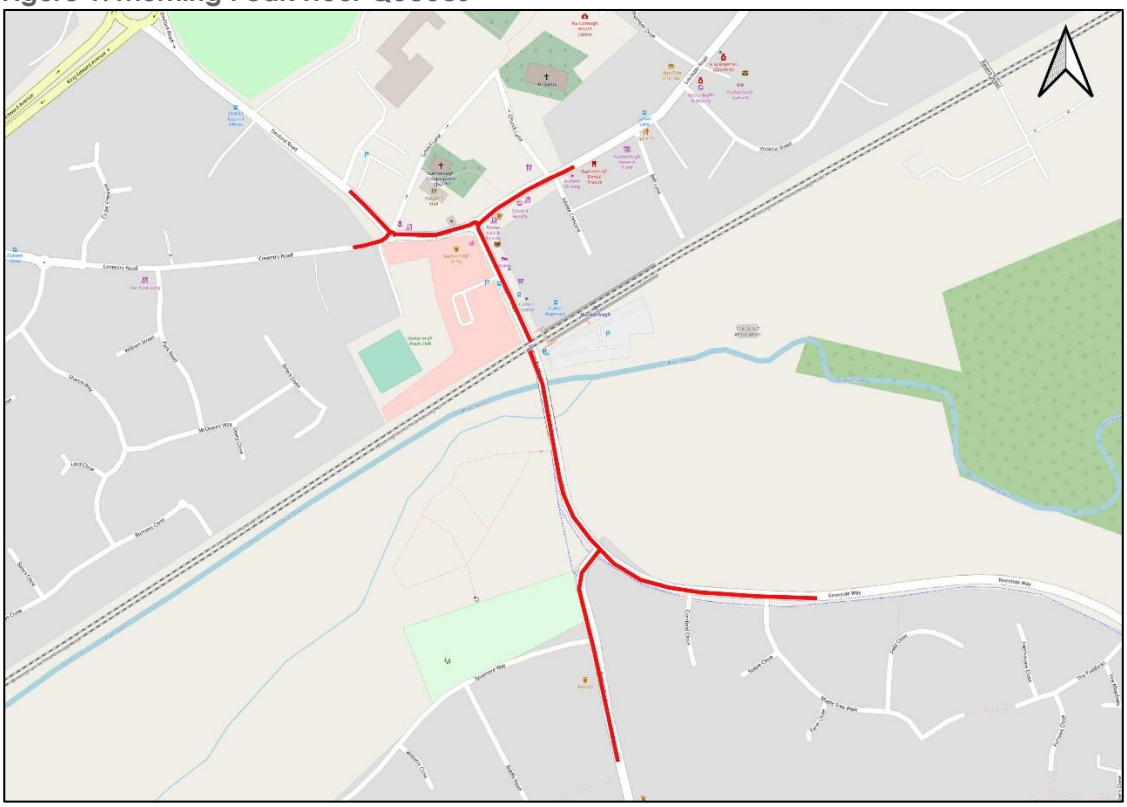
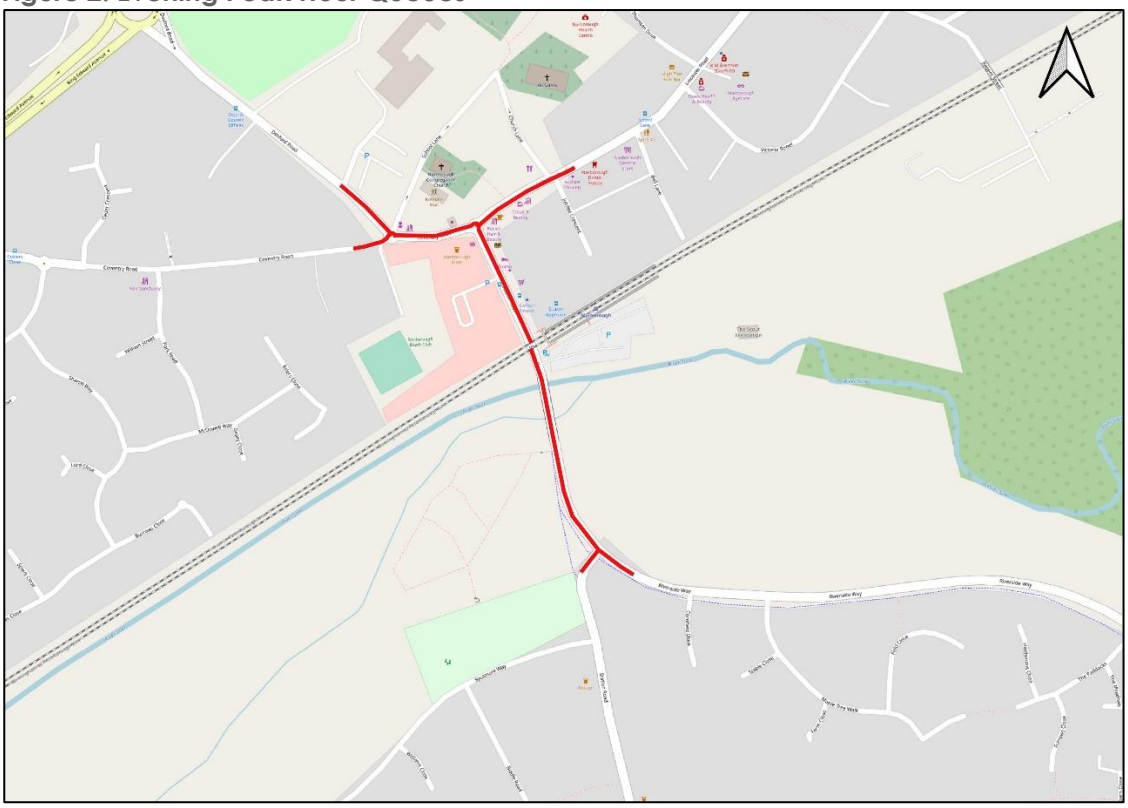


Figure 2: Evening Peak Hour Queues

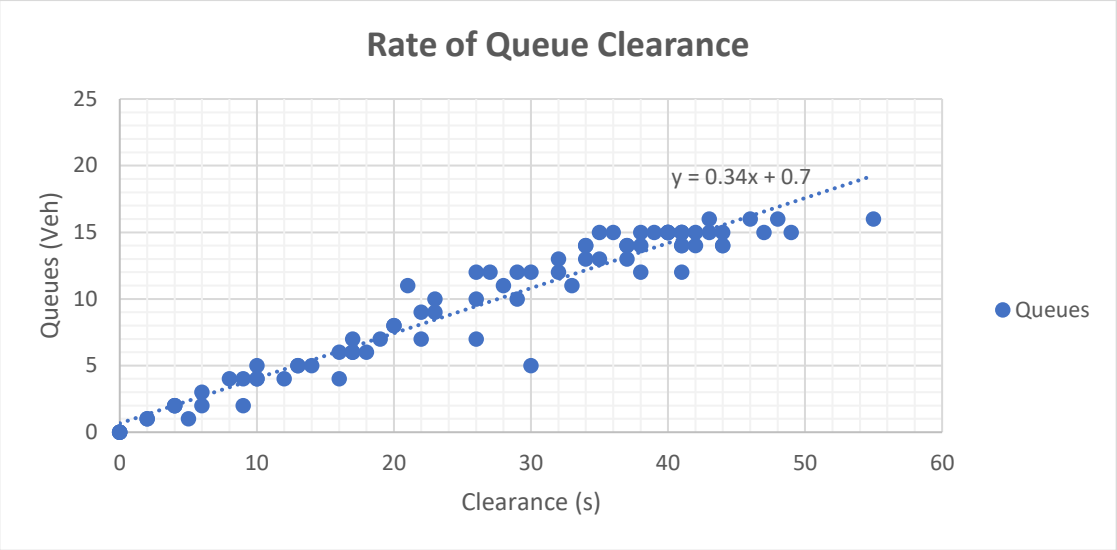


2.6 It should be noted that when queuing traffic at the Narborough Level Crossing extends beyond the Leicester Road/Station Road and Station Road/Riverside Way junctions, additional traffic that is not routing via Station Road will become part of the queue. Consequently, exacerbating congestion.

RATE OF QUEUE CLEARANCE

2.7 In addition to the queue surveys, video footage for the surveyed periods was obtained. This has been utilised to record the clearance time for queues at Narborough Level Crossing on the survey day. The correlation between queues and the subsequent clearance time is shown in **Figure 3** below.

Figure 3: Rate of Queue Clearance



2.8 As expected, there is a strong correlation between the queues and the time taken for queues to clear. Based on the above, the following formula can be used to calculate the local clearance time based on the queues forecast in the future year assessments:

$$x = \frac{(y - 0.7)}{0.34}, where\ x = clearance\ time\ \&\ y = number\ of\ vehicles\ in\ the\ queue$$

BASELINE QUEUE VALIDATION

2.9 It is anticipated that the HNRFI will result in additional trains running between 06:00 and 23:00. Therefore, Linsig was used to construct baseline models for the survey day downtimes. The modelled queues were compared to the observed data to ensure the Linsig models were representative. The comparison is presented in **Table 2**.

Table 2: Base Model Queue Comparison (PCU)

	Southbound			Northbound		
	Observed	Modelled	Difference	Observed	Modelled	Difference
0600-0700	2	5	3	6	7	1
0700-0800	29	27	-2	70	79	9
0800-0900	42	37	-5	89	79	-10
0900-1000	9	16	8	30	27	-3
1000-1100	11	20	9	17	20	3
1100-1200	14	17	3	11	16	5
1200-1300	21	21	0	19	22	3
1300-1400	13	18	5	10	17	7
1400-1500	22	24	2	15	20	5
1500-1600	41	30	-11	22	26	4
1600-1700	36	46	10	25	34	9
1700-1800	38	48	10	35	36	1

1800-1700	23	27	4	22	20	-2
1900-2000	21	12	-9	13	10	-3
2000-2100	7	8	1	6	6	0
2100-2200	7	10	3	5	8	3
2200-2300	2	3	1	2	3	1

2.10 The table above indicates that the modelled queues are generally reflective of observed queues. Therefore, the model is considered 'fit for purpose' for future year assessment.

2036 FORECAST TRAFFIC FLOWS

2.11 The PRTM outputs are limited to peak hour flows, Annual Average Daily Traffic (AADT) and Annual Average Weekday Traffic (AAWT). Therefore, to generate an hourly profile of non-peak hours for the forecast modelling scenario, the surveyed peak hour flows were subtracted from the surveyed 24-hour flows and the profile of the remaining traffic calculated. The profile of non-peak hour surveyed traffic is shown in **Table** 3.

Table 3: Non-Peak Hour Surveyed Traffic Profile

		Survey (PCU)		Survey %	
From	To	SB	NB	SB	NB
00:00:00	01:00:00	6	6	0.2%	0.2%
01:00:00	02:00:00	9	5	0.2%	0.1%
02:00:00	03:00:00	7	2	0.2%	0.1%
03:00:00	04:00:00	6	4	0.2%	0.1%
04:00:00	05:00:00	6	18	0.2%	0.5%
05:00:00	06:00:00	22	34	0.6%	1.0%
06:00:00	07:00:00	80	115	2.3%	3.5%
07:00:00	08:00:00	222	406	6.4%	12.2%
08:00:00	09:00:00	299	533	-	-
09:00:00	10:00:00	216	326	6.2%	9.8%
10:00:00	11:00:00	216	209	6.2%	6.3%
11:00:00	12:00:00	226	201	6.5%	6.0%
12:00:00	13:00:00	263	265	7.6%	7.9%
13:00:00	14:00:00	237	212	6.8%	6.3%
14:00:00	15:00:00	304	255	8.7%	7.7%
15:00:00	16:00:00	364	304	10.4%	9.1%
16:00:00	17:00:00	521	369	14.9%	11.1%
17:00:00	18:00:00	509	368	-	-
18:00:00	19:00:00	334	243	9.6%	7.3%
19:00:00	20:00:00	152	121	4.4%	3.6%
20:00:00	21:00:00	139	107	4.0%	3.2%
21:00:00	22:00:00	96	77	2.8%	2.3%
22:00:00	23:00:00	38	43	1.1%	1.3%
23:00:00	00:00:00	22	15	0.6%	0.4%

Total	4294	4240	3485	3338

2.12 The AM, PM peak hour flows and AAWT flows have been extracted from PRTM and presented in **Table 4** below.

Table 4: Narborough Traffic Flows (PCU)

	Survey SB	Survey NB	2019 SB	2019 NB	2036 WoD SB	2036 WoD NB	2036 WD SB	2036 WD NB
AM	299	533	299	385	343	443	357	496
PM	509	368	595	477	644	635	574	587
AAWT	4294	4240	4992	4884	5712	6304	5370	6330

2.13 The table above indicates that the 2019 PRTM flows are approximately 15% higher than the surveyed 24-hour flows in 2023. Consequently, as with the methodology agreed with the TWG for deriving traffic flows for the junction modelling within the Transport Assessment, the following formula has been used to predict the increase in traffic approach the Narborough Level Crossing in the forecast year.

Forecast Flows = 2023 Survey Flow + ('2036 PRTM' – '2019 PRTM')

2.14 It should be noted that the above provides a highly robust assessment of future non-peak traffic flows as it assumes:

- The predicted PRTM growth between 2019 and 2036 will be realised. Global COVID adjustment factors recently provided by AECOM suggest that peak hour trips through the PRTM could between 10% and 15% lower than currently predicted.

- The PRTM predicts that the introduction of a train in the evening peak hour would result in traffic on Station Road reducing by 9% in 2036, as background traffic re-routes to Croft Road and Enderby Road. Whilst the AAWT flows from the PRTM also show further re-routing of background traffic will occur, it has not been possible to accurately reflect this for specific hours.

2.15 Based on the above and **Table 3**, the hourly profile of the 2036 With (WD) and Without Development (WoD) scenarios is shown in **Table 5** below.

Table 5: Forecast Hourly Flows (PCU)

		2036 WoD		2036 WD	
From	To	SB	NB	SB	NB
00:00:00	01:00:00	7	8	7	8
01:00:00	02:00:00	10	11	9	11
02:00:00	03:00:00	8	9	8	9
03:00:00	04:00:00	7	8	7	8
04:00:00	05:00:00	8	8	7	8
05:00:00	06:00:00	26	29	24	29
06:00:00	07:00:00	94	104	87	104

07:00:00	08:00:00	262	290	244	291
08:00:00	09:00:00	343	591	357	644
09:00:00	10:00:00	254	281	237	282
10:00:00	11:00:00	255	282	238	283
11:00:00	12:00:00	266	294	248	295
12:00:00	13:00:00	311	343	289	345
13:00:00	14:00:00	280	309	260	310
14:00:00	15:00:00	358	396	333	398
15:00:00	16:00:00	429	474	399	476
16:00:00	17:00:00	615	679	572	682
17:00:00	18:00:00	558	526	488	478
18:00:00	19:00:00	395	436	367	438
19:00:00	20:00:00	179	198	167	199
20:00:00	21:00:00	164	181	153	182
21:00:00	22:00:00	114	126	106	126
22:00:00	23:00:00	45	50	42	50
23:00:00	00:00:00	26	29	24	29
Total		5014	5662	4672	5686

PROPOSED TRAIN TIMES

2.16 The forecast modelling has been undertaken assuming 10 additional trains each way. A summary of the anticipated train downtimes and uptimes have been obtained from Baker Rose and presented in the

2.17 Table 6 below.

Table 6: Proposed Additional Train Times

No.	ORIGIN	DESTINATION	Crossing Down Time (from red light warning)	Crossing Up Time	Time Crossing Closed
1	HNRFI	FLX/LGP/ANO	06:08:00	06:10:31	00:02:31
2	FLX/LGP/ANO	HNRFI	09:11:00	09:13:31	00:02:31
3	FLX/LGP/ANO	HNRFI	11:12:00	11:14:31	00:02:31
4	HNRFI	FLX/LGP/ANO	11:49:53	11:52:24	00:02:31
5	FLX/LGP/ANO*	HNRFI	12:09:00	12:11:26	00:02:26
6	FLX/LGP/ANO	HNRFI	13:12:15	13:14:46	00:02:31
7	HNFRI	FLX/LGP/ANO	13:18:00	13:20:31	00:02:31
8	HNRFI*	FLX/LGP/ANO	13:44:35	13:47:56	00:03:21
9	FLX/LGP/ANO	HNRFI	14:12:00	14:14:31	00:02:31
10	HNRFI*	FLX/LGP/ANO	14:45:00	14:47:31	00:02:31
11	HNRFI	FLX/LGP/ANO	15:55:00	15:57:31	00:02:31
12	FLX/LGP/ANO*	HNRFI	16:11:00	16:16:05	00:05:05
13	HNRFI	FLX/LGP/ANO	17:15:00	17:17:31	00:02:31
14	FLX/LGP/ANO*	HNRFI	19:07:48	19:12:58	00:05:10
15	HNRFI	FLX/LGP/ANO	19:54:15	19:56:46	00:02:31

16	FLX/LGP/ANO*	HNRFI	20:12:15	20:15:44	00:03:29
17	HNRFI	FLX/LGP/ANO	20:54:15	20:56:46	00:02:31
18	FLX/LGP/ANO*	HNRFI	21:11:20	21:17:12	00:05:52
19	HNRFI	FLX/LGP/ANO	21:44:15	21:46:46	00:02:31
20	FLX/LGP/ANO	HNRFI	22:04:15	22:06:46	00:02:31
*downtime for existing train times extended					

2.18 It should be noted that even with the additional trains, the downtimes at the Narborough Level Crossing would be well below the 45min in hour barrier downtime at town centre locations that Network Rail and the HM Railway Inspectorate at the Office of Road and Rail consider would trigger a site safety risk assessment (Appendix D: National Transportation Policy Note Document ref 18.4.4).

ASSESSMENT SCENARIOS

2.19 The following scenarios will be assessed as part of the forecast modelling:

- 2036 Without Development (WoD) with existing train up/down times retained.
- 2036 With Development (WD) with additional train times included as part of HNRFI.

3. MODELLING RESULTS

3.1 The LinSig model has been run for the forecast modelling scenarios. A summary of the queue results is presented in the table below. A copy of the full output is presented in **Appendix 2**.

Table 7: Queue Results

		Queue Comparison (PCU)					
		Southbound			Northbound		
	No. Trains (WoD / WD)	2036 WoD	2036 WD	Difference	2036 WoD	2036 WD	Difference
0600-0700	6 / 7	6	5	-1	6	6	0
0700-0800	3 / 3	33	30	-3	42	42	0
0800-0900	4 / 4	43	45	2	91	102	11
0900-1000	4 / 5	20	18	-2	23	23	0
1000-1100	3 / 3	25	23	-2	29	29	0
1100-1200	5 / 7	20	19	-1	24	24	0
1200-1300	6 / 6	25	23	-2	30	30	0
1300-1400	4 / 6	22	20	-2	26	26	0
1400-1500	3 / 5	28	26	-2	34	34	0
1500-1600	6 / 7	32	33	1	42	44	2
1600-1700	6 / 6	57	58	1	74	83	9
1700-1800	5 / 6	54	46	-8	56	49	-7
1800-1900	5 / 5	33	29	-4	40	38	-2

1900-2000	3 / 4	14	15	1	16	18	2
2000-2100	6 / 7	9	9	0	10	12	2
2100-2200	5 / 6	12	11	-1	13	13	0
2200-2300	2 / 3	4	3	-1	4	4	0

3.2 The formula derived in paragraph 2.9 has been utilised to calculate the forecast clearance times. This is presented in **Table 8.**

Table 8: Clearance Times (s)

			Southbound			Northbound		
	No. Trains (WoD / WD)	Average available barrier uptime	2036 WoD	2036 WD	Difference	2036 WoD	2036 WD	Difference
0600-0700	6 / 7	274	16	13	-3	16	16	0
0700-0800	3 / 3	601	95	86	-9	121	121	0
0800-0900	4 / 4	734	124	130	6	266	298	32
0900-1000	4 / 5	486	57	51	-6	66	66	0
1000-1100	3 / 3	831	71	66	-5	83	83	0
1100-1200	5 / 7	430	57	54	-3	69	69	0
1200-1300	6 / 6	230	71	66	-5	86	86	0
1300-1400	4 / 6	542	63	57	-6	74	74	0
1400-1500	3 / 5	441	80	74	-6	98	98	0
1500-1600	6 / 7	312	92	95	3	121	127	6
1600-1700	6 / 6	506	166	169	3	216	242	26
1700-1800	5 / 6	373	157	133	-24	163	142	-21
1800-1900	5 / 5	485	95	83	-12	116	110	-6
1900-2000	3 / 4	625	39	42	3	45	51	6
2000-2100	6 / 7	436	24	24	0	27	33	6
2100-2200	5 / 6	320	33	30	-3	36	36	0
2200-2300	2 / 3	585	10	7	-3	10	10	0

3.3 **Table 8** demonstrates that the effect of the 'With Development' scenario would be negligible throughout the day. The modelling indicates that the largest increase in queue of 11 PCU being between 0800 and 0900 hours. It should be noted that no additional trains are proposed during this time period and the resultant increase in queue is due to increased traffic flow forecast by the PRTM.

3.4 Further to the above, **Table 9** illustrates that the increase in queue of 11 PCU queue generated as a result of the 'WD' scenario will clear with an additional 32 seconds

equating to a total of 298 seconds to clear. This is still well within the average available uptime of 734 seconds during that period.

3.5 **Table 8** also illustrates that there is an increase in queue of 9 PCU forecast between 1600-1700 as a result of the additional train proposed during this hour. This equates to an additional clearance time of 26 seconds. However, the resulting 242 seconds clearance time remains well within the average available uptime of 506 seconds during that period.

3.6 Based on the above, it is concluded that neither the traffic nor trains associated with HNRFI would materially exacerbate queuing at the Narborough Level Crossing.

4. SENSITIVITY TEST

4.1 It is noted that in general there is a decrease in forecast hourly flows from 2036 WoD to WD scenario. This reduction is attributed to PRTM predicting an overall decrease in AAWT at this location. Therefore, to provide a sensitivity assessment, the flows have been retained from WoD scenario and assessed with the proposed additional train times. A summary of the queue results is presented below.

Table 9: Queue Results (PCU) (Sensitivity Test)

		Queue Comparison					
		Southbound			Northbound		
	No. Trains (WoD / WD)	2036 WoD	2036 WD	Difference	2036 WoD	2036 WD	Difference
0600-0700	6 / 7	6	6	0	6	6	0
0700-0800	3 / 3	33	33	0	42	42	0
0800-0900	4 / 4	43	43	0	91	91	0
0900-1000	4 / 5	20	20	0	23	23	0
1000-1100	3 / 3	25	25	0	29	29	0
1100-1200	5 / 7	20	20	0	24	24	0
1200-1300	6 / 6	25	25	0	30	30	0
1300-1400	4 / 6	22	22	0	26	26	0
1400-1500	3 / 5	28	28	0	34	34	0
1500-1600	6 / 7	32	36	4	42	44	2
1600-1700	6 / 6	57	63	6	74	82	8
1700-1800	5 / 6	54	54	0	56	56	0
1800-1900	5 / 5	33	33	0	40	40	0
1900-2000	3 / 4	14	16	2	16	19	3
2000-2100	6 / 7	9	10	1	10	12	2
2100-2200	5 / 6	12	12	0	13	13	0
2200-2300	2 / 3	4	3	-1	4	4	0

4.2 A summary of the clearance time is presented in **Table 10**.

Table 10: Clearance Time (s) (Sensitivity Test)

			Southbound			Northbound		
	No. Trains	Average available barrier uptime	2036 WoD	2036 WD	Difference	2036 WoD	2036 WD	Difference
0600-0700	7	274	16	16	0	16	16	0
0700-0800	3	601	95	95	0	121	121	0
0800-0900	4	734	124	124	0	266	266	0
0900-1000	5	486	57	57	0	66	66	0
1000-1100	3	831	71	71	0	83	83	0
1100-1200	7	430	57	57	0	69	69	0
1200-1300	6	230	71	71	0	86	86	0
1300-1400	6	542	63	63	0	74	74	0
1400-1500	5	441	80	80	0	98	98	0
1500-1600	6	312	92	104	12	121	127	6
1600-1700	6	506	166	183	17	216	239	23
1700-1800	6	373	157	157	0	163	163	0
1800-1900	5	485	95	95	0	116	116	0
1900-2000	4	625	39	45	6	45	54	9
2000-2100	7	436	24	27	3	27	33	6
2100-2200	6	320	33	33	0	36	36	0
2200-2300	3	585	10	7	-3	10	10	0

4.3 **Table 9** demonstrates that the largest increase in queue clearance is again noted between 1600 and 1700 hours. This equates to an additional 23 seconds. However, the resulting 239 seconds clearance time remains well within the average available uptime of 506 seconds during that period. Consequently, the conclusions above remain valid.

5. SUMMARY & CONCLUSION

5.1 The purpose of this Technical Note is to outline modelling undertaken to understand the impact of the proposed development on Narborough Level Crossing.

5.2 Manual turning count and queue surveys were undertaken at local junctions between 11/10/2023 and17/10/2023, with concurrent surveys also undertaken at the Narborough Level Crossing to record the duration of barrier downtime and uptime and associated queues.

5.3 The survey results on Wednesday 11th October were found to provide the highest traffic flows, number of downtimes and average downtime per period. Hence, it was adopted as the surveyed assessment day.

5.4 2036 Forecast traffic flows were produced for the With and Without Development scenarios using PRTM peak hour and AAWT flows.

5.5 Baseline 2023 LINSIG models were produced and validated against observed queues for each period. These were then used to model the effects of the additional downtime associated with 20 HDRFI trains provide by Baker Rose on the 2036 forecast traffic flows.

5.6 The modelling demonstrates that the effect of the increased traffic or additional trains associated with HNRFI would be negligible throughout most of the day, with the largest increase in queue clearance being between 0800 to 0900 hours and 1600- to 1700 hours. However, the resulting clearance time is still well within the average available uptime during that period. Therefore, it is concluded that neither the traffic nor trains associated with HNRFI would materially exacerbate queuing at the Narborough Level Crossing.

APPENDICES

APPENDIX 1: Narborough Level Crossing Survey

Narborough Level Crossing			
Crossing Down Time (from red light warning)	Crossing Up Time	Time Crossing Down	Accumulated Time Crossing Down
02:17:00	02:19:58	00:02:58	00:02:58
04:53:12	04:57:03	00:03:51	00:06:49
05:07:56	05:11:39	00:03:43	00:10:32
05:59:19	06:02:06	00:02:47	00:13:19
06:03:22	06:06:17	00:02:55	00:16:14
06:15:36	06:19:03	00:03:27	00:19:41
06:21:15	06:24:29	00:03:14	00:22:55
06:35:14	06:38:12	00:02:58	00:25:53
06:41:15	06:44:21	00:03:06	00:28:59
06:57:32	07:02:16	00:04:44	00:33:43
07:06:48	07:09:01	00:02:13	00:35:56
07:33:36	07:40:33	00:06:57	00:42:53
07:41:28	07:48:19	00:06:51	00:49:44
08:09:36	08:14:00	00:04:24	00:54:08
08:31:29	08:35:51	00:04:22	00:58:30
08:39:56	08:46:45	00:06:49	01:05:19
08:52:50	08:56:06	00:03:16	01:08:35
09:01:52	09:04:20	00:02:28	01:11:03
09:07:49	09:10:00	00:02:11	01:13:14
09:25:50	09:30:08	00:04:18	01:17:32
09:48:02	09:50:36	00:02:34	01:20:06
10:03:30	10:05:56	00:02:26	01:22:32
10:28:24	10:33:50	00:05:26	01:27:58
10:40:02	10:52:51	00:12:49	01:40:47
11:03:11	11:05:22	00:02:11	01:42:58
11:06:06	11:08:31	00:02:25	01:45:23
11:27:07	11:31:20	00:04:13	01:49:36
11:44:37	11:47:20	00:02:43	01:52:19
11:59:53	12:02:45	00:02:52	01:55:11
12:03:19	12:06:12	00:02:53	01:58:04
12:09:15	12:11:26	00:02:11	02:00:15
12:13:24	12:17:30	00:04:06	02:04:21
12:29:30	12:33:58	00:04:28	02:08:49
12:35:40	12:39:28	00:03:48	02:12:37
12:43:25	12:46:20	00:02:55	02:15:32
13:00:22	13:04:04	00:03:42	02:19:14
13:26:18	13:30:37	00:04:19	02:23:33
13:44:35	13:47:18	00:02:43	02:26:16
13:58:22	14:00:44	00:02:22	02:28:38
14:03:07	14:05:21	00:02:14	02:30:52
14:28:21	14:32:34	00:04:13	02:35:05
14:39:06	14:42:25	00:03:19	02:38:24
15:01:00	15:04:33	00:03:33	02:41:57
15:09:04	15:13:07	00:04:03	02:46:00
15:14:21	15:18:10	00:03:49	02:49:49
15:26:39	15:31:02	00:04:23	02:54:12
15:32:44	15:36:47	00:04:03	02:58:15
15:37:44	15:40:44	00:03:00	03:01:15
16:01:45	16:03:54	00:02:09	03:03:24
16:13:29	16:16:05	00:02:36	03:06:00
16:30:07	16:34:42	00:04:35	03:10:35
16:39:02	16:41:54	00:02:52	03:13:27
16:54:20	16:57:08	00:02:48	03:16:15
16:59:58	17:02:18	00:02:20	03:18:35
17:05:47	17:10:00	00:04:13	03:22:48
17:10:51	17:13:50	00:02:59	03:25:47
17:31:24	17:36:15	00:04:51	03:30:38
17:43:44	17:46:28	00:02:44	03:33:22
17:56:56	17:59:05	00:02:09	03:35:31
18:03:31	18:07:44	00:04:13	03:39:44
18:10:41	18:13:28	00:02:47	03:42:31
18:30:55	18:35:20	00:04:25	03:46:56
18:42:50	18:45:45	00:02:55	03:49:51
18:57:56	19:00:14	00:02:18	03:52:09
19:07:48	19:09:56	00:02:08	03:54:17
19:27:42	19:32:10	00:04:28	03:58:45
19:42:42	19:45:24	00:02:42	04:01:27
20:02:29	20:04:46	00:02:17	04:03:44
20:05:05	20:07:27	00:02:22	04:06:06
20:12:55	20:15:44	00:02:49	04:08:55
20:31:31	20:34:34	00:03:03	04:11:58
20:37:23	20:40:06	00:02:43	04:14:41
20:59:53	21:02:14	00:02:21	04:17:02
21:03:13	21:05:38	00:02:25	04:19:27
21:11:21	21:17:12	00:05:51	04:25:18
21:29:25	21:33:41	00:04:16	04:29:34
21:37:33	21:40:22	00:02:49	04:32:23
21:57:56	22:00:20	00:02:24	04:34:47
22:08:30	22:12:35	00:04:05	04:38:52
22:36:12	22:40:48	00:04:36	04:43:28
23:05:11	23:07:32	00:02:21	04:45:49
23:13:50	23:20:31	00:06:41	04:52:30
23:22:29	23:24:42	00:02:13	04:54:43
AVERAGE TIME CROSSING DOWN		**00:03:33**	

Narborough Level Crossing			
Crossing Down Time (from red light warning)	Crossing Up Time	Time Crossing Down	Accumulated Time Crossing Down
05:09:26	05:12:58	00:03:32	00:03:32
05:30:17	05:33:23	00:03:06	00:06:38
06:04:20	06:07:16	00:02:56	00:09:34
06:15:52	06:20:20	00:04:28	00:14:02
06:22:39	06:25:44	00:03:05	00:17:07
06:29:50	06:34:03	00:04:13	00:21:20
06:36:10	06:40:12	00:04:02	00:25:22
06:42:10	06:45:02	00:02:52	00:28:14
06:57:53	07:04:28	00:06:35	00:34:49
07:14:17	07:16:35	00:02:18	00:37:07
07:32:34	07:37:16	00:04:42	00:41:49
07:37:46	07:40:36	00:02:50	00:44:39
08:00:17	08:04:54	00:04:37	00:49:16
08:06:25	08:09:12	00:02:47	00:52:03
08:27:22	08:31:38	00:04:16	00:56:19
08:37:40	08:40:32	00:02:52	00:59:11
08:48:23	08:52:34	00:04:11	01:03:22
08:58:03	09:00:27	00:02:24	01:05:46
09:02:19	09:06:15	00:03:56	01:09:42
09:23:30	09:28:13	00:04:43	01:14:25
09:35:28	09:38:16	00:02:48	01:17:13
09:42:08	09:44:57	00:02:49	01:20:02
10:00:28	10:02:50	00:02:22	01:22:24
10:27:42	10:32:35	00:04:53	01:27:17
10:38:57	10:41:44	00:02:47	01:30:04
11:00:47	11:04:36	00:03:49	01:33:53
11:27:25	11:31:39	00:04:14	01:38:07
11:38:51	11:41:53	00:03:02	01:41:09
11:50:40	11:53:11	00:02:31	01:43:40
12:01:05	12:05:15	00:04:10	01:47:50
12:17:08	12:21:00	00:03:52	01:51:42
12:28:17	12:33:15	00:04:58	01:56:40
12:34:52	12:38:37	00:03:45	02:00:25
12:42:07	12:44:55	00:02:48	02:03:13
12:58:00	13:00:25	00:02:25	02:05:38
13:02:12	13:04:24	00:02:12	02:07:50
13:26:48	13:31:24	00:04:36	02:12:26
13:38:44	13:41:32	00:02:48	02:15:14
14:01:03	14:03:57	00:02:54	02:18:08
14:28:09	14:32:12	00:04:03	02:22:11
14:40:24	14:43:16	00:02:52	02:25:03
15:02:09	15:04:28	00:02:19	02:27:22
15:06:12	15:08:25	00:02:13	02:29:35
15:10:00	15:14:15	00:04:15	02:33:50
15:26:30	15:30:00	00:03:30	02:37:20
15:32:42	15:36:44	00:04:02	02:41:22
15:40:38	15:43:24	00:02:46	02:44:08
16:02:20	16:04:30	00:02:10	02:46:18
16:11:25	16:14:05	00:02:40	02:48:58
16:31:08	16:35:45	00:04:37	02:53:35
16:40:51	16:43:30	00:02:39	02:56:14
17:58:08	18:04:20	00:06:12	03:02:26
18:08:30	18:11:30	00:03:00	03:05:26
18:14:20	18:17:20	00:03:00	03:08:26
18:19:28	18:22:02	00:02:34	03:11:00
18:22:30	18:26:39	00:04:09	03:15:09
19:04:00	19:06:20	00:02:20	03:17:29
19:13:40	19:15:55	00:02:15	03:19:44
19:37:59	19:42:12	00:04:13	03:23:57
20:05:10	20:09:05	00:03:55	03:27:52
20:11:55	20:16:32	00:04:37	03:32:29
20:36:23	20:41:06	00:04:43	03:37:12
20:43:50	20:46:45	00:02:55	03:40:07
20:57:40	21:00:00	00:02:20	03:42:27
21:01:09	21:03:45	00:02:36	03:45:03
21:09:28	21:11:40	00:02:12	03:47:15
21:29:00	21:33:10	00:04:10	03:51:25
21:37:31	21:40:28	00:02:57	03:54:22
21:59:55	22:02:22	00:02:27	03:56:49
22:05:14	22:09:38	00:04:24	04:01:13
22:36:00	22:40:30	00:04:30	04:05:43
23:05:50	23:08:47	00:02:57	04:08:40
23:29:02	23:33:15	00:04:13	04:12:53
23:36:45	23:39:10	00:02:25	04:15:18
AVERAGE TIME CROSSING DOWN		00:03:27	

Narborough Level Crossing			
Crossing Down Time (from red light warning)	Crossing Up Time	Time Crossing Down	Accumulated Time Crossing Down
04:47:45	04:51:20	00:03:35	00:03:35
05:53:23	05:57:00	00:03:37	00:07:12
06:03:42	06:06:40	00:02:58	00:10:10
06:28:56	06:33:23	00:04:27	00:14:37
06:39:08	06:43:08	00:04:00	00:18:37
06:45:10	06:49:23	00:04:13	00:22:50
06:57:49	07:02:20	00:04:31	00:27:21
07:02:50	07:05:05	00:02:15	00:29:36
07:18:43	07:21:48	00:03:05	00:32:41
07:31:50	07:36:36	00:04:46	00:37:27
07:37:42	07:40:47	00:03:05	00:40:32
08:06:44	08:11:40	00:04:56	00:45:28
08:35:42	08:40:18	00:04:36	00:50:04
08:56:25	09:00:35	00:04:10	00:54:14
09:02:16	09:06:10	00:03:54	00:58:08
09:09:46	09:12:42	00:02:56	01:01:04
09:17:40	09:20:05	00:02:25	01:03:29
09:23:50	09:28:23	00:04:33	01:08:02
09:30:04	09:34:10	00:04:06	01:12:08
09:41:50	09:44:36	00:02:46	01:14:54
09:58:02	10:00:35	00:02:33	01:17:27
10:26:10	10:32:10	00:06:00	01:23:27
10:45:10	10:47:50	00:02:40	01:26:07
11:05:28	11:07:54	00:02:26	01:28:33
11:14:06	11:17:22	00:03:16	01:31:49
11:22:38	11:24:47	00:02:09	01:33:58
11:28:40	11:32:19	00:03:39	01:37:37
11:38:24	11:41:36	00:03:12	01:40:49
11:59:35	12:02:02	00:02:27	01:43:16
12:07:03	12:09:18	00:02:15	01:45:31
12:12:59	12:16:22	00:03:23	01:48:54
12:21:15	12:25:16	00:04:01	01:52:55
12:28:45	12:33:10	00:04:25	01:57:20
12:39:37	12:42:27	00:02:50	02:00:10
12:46:00	12:49:02	00:03:02	02:03:12
12:58:48	13:02:04	00:03:16	02:06:28
13:04:45	13:06:50	00:02:05	02:08:33
13:24:10	13:27:15	00:03:05	02:11:38
13:29:07	13:33:52	00:04:45	02:16:23
13:40:48	13:43:42	00:02:54	02:19:17
14:00:55	14:03:08	00:02:13	02:21:30
14:06:35	14:08:46	00:02:11	02:23:41
14:29:11	14:34:05	00:04:54	02:28:35
14:45:20	14:48:16	00:02:56	02:31:31
15:09:00	15:11:25	00:02:25	02:33:56
15:12:12	15:18:46	00:06:34	02:40:30
15:20:06	15:25:44	00:05:38	02:46:08
15:29:19	15:33:33	00:04:14	02:50:22
15:38:22	15:40:51	00:02:29	02:52:51
16:05:20	16:07:41	00:02:21	02:55:12
16:14:24	16:18:56	00:04:32	02:59:44
16:32:20	16:36:40	00:04:20	03:04:04
16:40:22	16:43:14	00:02:52	03:06:56
16:48:11	16:51:13	00:03:02	03:09:58
16:55:22	16:58:18	00:02:56	03:12:54
17:04:35	17:07:05	00:02:30	03:15:24
17:18:35	17:20:52	00:02:17	03:17:41
17:35:21	17:40:10	00:04:49	03:22:30
17:41:56	17:44:45	00:02:49	03:25:19
17:56:16	17:58:25	00:02:09	03:27:28
18:04:15	18:08:30	00:04:15	03:31:43
18:08:56	18:11:43	00:02:47	03:34:30
18:29:30	18:34:12	00:04:42	03:39:12
18:38:15	18:41:22	00:03:07	03:42:19
19:11:20	19:13:32	00:02:12	03:44:31
19:19:35	19:22:05	00:02:30	03:47:01
19:28:38	19:33:16	00:04:38	03:51:39
19:36:20	19:38:58	00:02:38	03:54:17
20:04:29	20:06:43	00:02:14	03:56:31
20:35:06	20:37:27	00:02:21	03:58:52
20:39:05	20:43:22	00:04:17	04:03:09
20:54:37	20:57:22	00:02:45	04:05:54
20:59:28	21:01:52	00:02:24	04:08:18
21:03:53	21:06:07	00:02:14	04:10:32
21:14:06	21:19:03	00:04:57	04:15:29
21:27:56	21:32:30	00:04:34	04:20:03
21:37:10	21:40:44	00:03:34	04:23:37
22:06:56	22:11:36	00:04:40	04:28:17
22:16:22	22:20:45	00:04:23	04:32:40
22:36:16	22:40:29	00:04:13	04:36:53
23:03:53	23:06:11	00:02:18	04:39:11
23:13:02	23:16:53	00:03:51	04:43:02
AVERAGE TIME CROSSING DOWN		00:03:27	

Narborough Level Crossing			
Crossing Down Time (from red light warning)	**Crossing Up Time**	**Time Crossing Down**	**Accumulated Time Crossing Down**
00:13:03	00:15:49	00:02:46	00:02:46
05:57:45	06:04:05	00:06:20	00:09:06
06:05:25	06:09:27	00:04:02	00:13:08
06:37:33	06:40:22	00:02:49	00:15:57
07:00:17	07:04:35	00:04:18	00:20:15
07:08:03	07:10:20	00:02:17	00:22:32
07:32:45	07:35:15	00:02:30	00:25:02
07:39:42	07:42:22	00:02:40	00:27:42
08:02:30	08:04:43	00:02:13	00:29:55
08:11:07	08:13:25	00:02:18	00:32:13
08:28:06	08:32:35	00:04:29	00:36:42
08:34:15	08:37:06	00:02:51	00:39:33
08:37:25	08:40:10	00:02:45	00:42:18
09:06:28	09:08:45	00:02:17	00:44:35
09:12:24	09:15:58	00:03:34	00:48:09
09:26:12	09:31:00	00:04:48	00:52:57
09:40:29	09:43:20	00:02:51	00:55:48
10:02:37	10:04:58	00:02:21	00:58:09
10:06:13	10:08:32	00:02:19	01:00:28
10:29:22	10:33:51	00:04:29	01:04:57
10:44:05	10:46:25	00:02:20	01:07:17
10:49:22	10:52:48	00:03:26	01:10:43
11:02:10	11:04:20	00:02:10	01:12:53
11:04:54	11:07:13	00:02:19	01:15:12
11:26:46	11:31:11	00:04:25	01:19:37
11:37:52	11:40:57	00:03:05	01:22:42
12:04:58	12:07:16	00:02:18	01:25:00
12:28:54	12:33:10	00:04:16	01:29:16
12:40:16	12:43:51	00:03:35	01:32:51
13:03:39	13:05:46	00:02:07	01:34:58
13:07:22	13:09:50	00:02:28	01:37:26
13:27:42	13:31:50	00:04:08	01:41:34
13:37:42	13:40:30	00:02:48	01:44:22
13:58:07	14:00:25	00:02:18	01:46:40
14:02:27	14:04:36	00:02:09	01:48:49
14:28:20	14:33:00	00:04:40	01:53:29
14:39:23	14:42:20	00:02:57	01:56:26
15:02:05	15:06:05	00:04:00	02:00:26
15:26:56	15:31:10	00:04:14	02:04:40
15:38:35	15:41:25	00:02:50	02:07:30
15:58:28	16:04:48	00:06:20	02:13:50
16:29:52	16:33:55	00:04:03	02:17:53
16:39:48	16:42:18	00:02:30	02:20:23
16:46:30	16:49:46	00:03:16	02:23:39
17:01:15	17:06:07	00:04:52	02:28:31
17:28:57	17:33:22	00:04:25	02:32:56
17:38:22	17:41:14	00:02:52	02:35:48
18:03:25	18:07:22	00:03:57	02:39:45
18:27:42	18:32:11	00:04:29	02:44:14
18:38:00	18:40:49	00:02:49	02:47:03
18:59:43	19:02:10	00:02:27	02:49:30
19:03:53	19:06:14	00:02:21	02:51:51
19:31:16	19:36:05	00:04:49	02:56:40
19:39:01	19:42:14	00:03:13	02:59:53
19:58:40	20:01:02	00:02:22	03:02:15
20:02:40	20:05:03	00:02:23	03:04:38
20:27:42	20:31:47	00:04:05	03:08:43
20:40:12	20:43:17	00:03:05	03:11:48
20:58:15	21:00:35	00:02:20	03:14:08
21:10:45	21:13:06	00:02:21	03:16:29
21:28:32	21:33:19	00:04:47	03:21:16
21:37:54	21:40:40	00:02:46	03:24:02
21:59:21	22:01:45	00:02:24	03:26:26
22:29:33	22:33:57	00:04:24	03:30:50
23:07:15	23:10:07	00:02:52	03:33:42
AVERAGE TIME CROSSING DOWN		**00:03:17**	

Narborough Level Crossing			
Crossing Down Time (from red light warning)	**Crossing Up Time**	**Time Crossing Down**	**Accumulated Time Crossing Down**
10:28:56	10:33:57	00:05:01	00:05:01
10:40:20	10:44:45	00:04:25	00:09:26
11:29:45	11:35:13	00:05:28	00:14:54
11:37:22	11:40:16	00:02:54	00:17:48
12:05:10	12:07:23	00:02:13	00:20:01
12:29:45	12:33:56	00:04:11	00:24:12
12:36:04	12:38:48	00:02:44	00:26:56
13:05:29	13:10:00	00:04:31	00:31:27
13:28:42	13:33:00	00:04:18	00:35:45
13:35:10	13:37:55	00:02:45	00:38:30
13:58:37	14:01:08	00:02:31	00:41:01
14:02:40	14:04:54	00:02:14	00:43:15
14:29:36	14:33:58	00:04:22	00:47:37
14:36:40	14:39:38	00:02:58	00:50:35
14:58:00	15:00:20	00:02:20	00:52:55
15:28:20	15:33:02	00:04:42	00:57:37
15:35:26	15:38:28	00:03:02	01:00:39
15:58:03	16:00:25	00:02:22	01:03:01
16:04:30	16:05:52	00:01:22	01:04:23
16:29:50	16:34:10	00:04:20	01:08:43
16:35:22	16:38:05	00:02:43	01:11:26
17:01:22	17:05:10	00:03:48	01:15:14
17:30:02	17:34:20	00:04:18	01:19:32
17:36:13	17:39:05	00:02:52	01:22:24
17:59:05	18:01:26	00:02:21	01:24:45
18:07:57	18:10:10	00:02:13	01:26:58
18:30:55	18:35:27	00:04:32	01:31:30
18:38:53	18:41:54	00:03:01	01:34:31
18:58:29	19:00:56	00:02:27	01:36:58
19:02:28	19:04:40	00:02:12	01:39:10
19:31:00	19:35:43	00:04:43	01:43:53
19:36:05	19:39:08	00:03:03	01:46:56
19:59:04	20:01:20	00:02:16	01:49:12
20:05:10	20:07:33	00:02:23	01:51:35
20:31:55	20:36:33	00:04:38	01:56:13
20:37:02	20:40:00	00:02:58	01:59:11
20:57:40	21:00:02	00:02:22	02:01:33
21:05:16	21:07:54	00:02:38	02:04:11
21:35:50	21:38:40	00:02:50	02:07:01
22:00:14	22:02:39	00:02:25	02:09:26
22:31:38	22:38:36	00:06:58	02:16:24
AVERAGE TIME CROSSING DOWN		**00:03:20**	

Narborough Level Crossing			
Crossing Down Time (from red light warning)	Crossing Up Time	Time Crossing Down	Accumulated Time Crossing Down
04:39:53	04:43:39	00:03:46	00:03:46
04:48:20	04:52:00	00:03:40	00:07:26
06:04:24	06:07:15	00:02:51	00:10:17
06:30:20	06:35:34	00:05:14	00:15:31
06:37:22	06:41:25	00:04:03	00:19:34
06:58:02	07:02:41	00:04:39	00:24:13
07:03:08	07:06:05	00:02:57	00:27:10
07:11:40	07:13:54	00:02:14	00:29:24
07:15:00	07:17:37	00:02:37	00:32:01
07:33:19	07:37:56	00:04:37	00:36:38
07:45:05	07:48:10	00:03:05	00:39:43
08:00:15	08:04:50	00:04:35	00:44:18
08:06:31	08:09:50	00:03:19	00:47:37
08:13:51	08:16:51	00:03:00	00:50:37
08:26:19	08:30:54	00:04:35	00:55:12
08:33:37	08:36:40	00:03:03	00:58:15
08:38:28	08:41:13	00:02:45	01:01:00
08:58:13	09:00:43	00:02:30	01:03:30
09:04:48	09:07:00	00:02:12	01:05:42
09:10:00	09:12:58	00:02:58	01:08:40
09:23:54	09:28:25	00:04:31	01:13:11
09:39:46	09:42:44	00:02:58	01:16:09
10:00:26	10:03:44	00:03:18	01:19:27
10:05:33	10:08:34	00:03:01	01:22:28
10:27:43	10:33:31	00:05:48	01:28:16
10:43:56	10:46:40	00:02:44	01:31:00
10:59:25	11:01:53	00:02:28	01:33:28
11:04:59	11:07:19	00:02:20	01:35:48
11:11:32	11:14:31	00:02:59	01:38:47
11:27:18	11:31:37	00:04:19	01:43:06
11:42:12	11:44:52	00:02:40	01:45:46
11:58:17	12:03:31	00:05:14	01:51:00
12:04:55	12:06:59	00:02:04	01:53:04
12:16:05	12:19:42	00:03:37	01:56:41
12:28:02	12:32:20	00:04:18	02:00:59
12:41:30	12:44:37	00:03:07	02:04:06
12:59:07	13:02:36	00:03:29	02:07:35
13:27:03	13:32:05	00:05:02	02:12:37
13:36:19	13:39:18	00:02:59	02:15:36
13:57:29	14:02:23	00:04:54	02:20:30
14:26:17	14:30:36	00:04:19	02:24:49
14:39:50	14:42:23	00:02:33	02:27:22
15:01:30	15:05:54	00:04:24	02:31:46
15:09:55	15:14:17	00:04:22	02:36:08
15:25:14	15:29:22	00:04:08	02:40:16
15:30:59	15:34:15	00:03:16	02:43:32
15:35:50	15:40:06	00:04:16	02:47:48
16:03:18	16:05:31	00:02:13	02:50:01
16:21:17	16:24:07	00:02:50	02:52:51
16:26:56	16:31:00	00:04:04	02:56:55
16:37:23	16:40:13	00:02:50	02:59:45
16:52:25	16:55:16	00:02:51	03:02:36
16:59:37	17:02:02	00:02:25	03:05:01
17:03:19	17:05:27	00:02:08	03:07:09
17:10:57	17:14:00	00:03:03	03:10:12
17:26:31	17:30:54	00:04:23	03:14:35
17:42:42	17:45:36	00:02:54	03:17:29
17:52:34	17:54:51	00:02:17	03:19:46
18:03:14	18:06:03	00:02:49	03:22:35
18:15:22	18:19:59	00:04:37	03:27:12
18:26:47	18:31:09	00:04:22	03:31:34
18:37:10	18:40:10	00:03:00	03:34:34
18:56:25	18:58:51	00:02:26	03:37:00
19:06:09	19:08:15	00:02:06	03:39:06
19:26:18	19:31:15	00:04:57	03:44:03
19:33:22	19:35:57	00:02:35	03:46:38
20:04:37	20:07:53	00:03:16	03:49:54
20:29:00	20:33:51	00:04:51	03:54:45
20:35:32	20:38:30	00:02:58	03:57:43
20:56:12	20:58:33	00:02:21	04:00:04
21:00:54	21:03:06	00:02:12	04:02:16
21:26:09	21:30:31	00:04:22	04:06:38
21:35:19	21:37:59	00:02:40	04:09:18
21:56:04	21:58:28	00:02:24	04:11:42
22:06:12	22:09:28	00:03:16	04:14:58
22:25:39	22:28:14	00:02:35	04:17:33
22:33:58	22:38:20	00:04:22	04:21:55
22:50:22	22:52:57	00:02:35	04:24:30
23:03:39	23:06:28	00:02:49	04:27:19
23:07:06	23:09:24	00:02:18	04:29:37
23:17:20	23:24:12	00:06:52	04:36:29
23:49:28	23:52:16	00:02:48	04:39:17
AVERAGE TIME CROSSING DOWN		00:03:24	

Narborough Level Crossing			
Crossing Down Time (from red light warning)	Crossing Up Time	Time Crossing Down	Accumulated Time Crossing Down
00:44:28	00:47:00	00:02:32	00:02:32
04:53:52	04:57:45	00:03:53	00:06:25
05:28:24	05:32:48	00:04:24	00:10:49
05:40:35	05:43:45	00:03:10	00:13:59
06:03:00	06:06:04	00:03:04	00:17:03
06:14:57	06:17:38	00:02:41	00:19:44
06:25:49	06:30:04	00:04:15	00:23:59
06:34:01	06:37:55	00:03:54	00:27:53
06:39:57	06:42:36	00:02:39	00:30:32
06:55:17	07:00:15	00:04:58	00:35:30
07:01:18	07:03:28	00:02:10	00:37:40
07:14:12	07:16:35	00:02:23	00:40:03
07:30:24	07:35:24	00:05:00	00:45:03
07:35:44	07:38:25	00:02:41	00:47:44
07:59:34	08:04:10	00:04:36	00:52:20
08:06:36	08:09:30	00:02:54	00:55:14
08:28:09	08:32:20	00:04:11	00:59:25
08:36:28	08:39:20	00:02:52	01:02:17
08:28:09	08:32:20	00:04:11	01:06:28
08:36:28	08:39:20	00:02:52	01:09:20
08:40:52	08:43:51	00:02:59	01:12:19
08:53:29	08:57:24	00:03:55	01:16:14
08:58:41	09:01:07	00:02:26	01:18:40
09:07:28	09:09:37	00:02:09	01:20:49
09:13:03	09:15:58	00:02:55	01:23:44
09:21:57	09:26:33	00:04:36	01:28:20
09:43:56	09:46:42	00:02:46	01:31:06
09:58:03	10:00:30	00:02:27	01:33:33
10:25:52	10:30:31	00:04:39	01:38:12
10:43:41	10:47:02	00:03:21	01:41:33
10:59:51	11:03:01	00:03:10	01:44:43
11:17:49	11:20:45	00:02:56	01:47:39
11:25:19	11:29:32	00:04:13	01:51:52
11:36:19	11:39:16	00:02:57	01:54:49
11:58:29	12:02:18	00:03:49	01:58:38
12:17:12	12:20:55	00:03:43	02:02:21
12:25:40	12:30:10	00:04:30	02:06:51
12:36:26	12:38:58	00:02:32	02:09:23
12:56:24	12:58:50	00:02:26	02:11:49
13:01:45	13:03:56	00:02:11	02:14:00
13:26:29	13:30:24	00:03:55	02:17:55
13:32:13	13:35:12	00:02:59	02:20:54
13:40:10	13:43:18	00:03:08	02:24:02
13:59:24	14:03:59	00:04:35	02:28:37
14:26:04	14:30:21	00:04:17	02:32:54
14:39:23	14:42:04	00:02:41	02:35:35
14:57:14	14:59:37	00:02:23	02:37:58
15:04:54	15:09:10	00:04:16	02:42:14
15:17:25	15:18:17	00:00:52	02:43:06
15:24:24	15:29:16	00:04:52	02:47:58
15:30:58	15:38:19	00:07:21	02:55:19
16:00:25	16:02:47	00:02:22	02:57:41
16:12:24	16:15:11	00:02:47	03:00:28
16:26:24	16:30:28	00:04:04	03:04:32
16:37:34	16:40:16	00:02:42	03:07:14
16:52:53	16:55:32	00:02:39	03:09:53
16:56:31	16:58:52	00:02:21	03:12:14
17:03:00	17:05:12	00:02:12	03:14:26
17:28:07	17:32:40	00:04:33	03:18:59
17:38:46	17:42:08	00:03:22	03:22:21
17:52:30	17:54:40	00:02:10	03:24:31
17:59:36	18:03:50	00:04:14	03:28:45
18:04:13	18:07:13	00:03:00	03:31:45
18:26:20	18:30:49	00:04:29	03:36:14
18:36:52	18:39:45	00:02:53	03:39:07
18:56:39	18:59:00	00:02:21	03:41:28
19:01:07	19:03:22	00:02:15	03:43:43
19:25:48	19:30:19	00:04:31	03:48:14
19:33:29	19:36:21	00:02:52	03:51:06
19:45:27	19:49:28	00:04:01	03:55:07
20:03:06	20:05:32	00:02:26	03:57:33
20:07:28	20:09:48	00:02:20	03:59:53
20:28:10	20:32:30	00:04:20	04:04:13
20:36:10	20:38:56	00:02:46	04:06:59
20:56:08	20:58:33	00:02:25	04:09:24
21:02:28	21:04:55	00:02:27	04:11:51
21:25:38	21:30:01	00:04:23	04:16:14
21:35:27	21:38:40	00:03:13	04:19:27
21:54:43	21:57:27	00:02:44	04:22:11
21:59:56	22:05:28	00:05:32	04:27:43
22:34:00	22:38:24	00:04:24	04:32:07
22:58:18	23:01:18	00:03:00	04:35:07
23:04:12	23:06:53	00:02:41	04:37:48
23:07:55	23:10:18	00:02:23	04:40:11
23:41:44	23:44:29	00:02:45	04:42:56
AVERAGE TIME CROSSING DOWN		**00:03:20**	

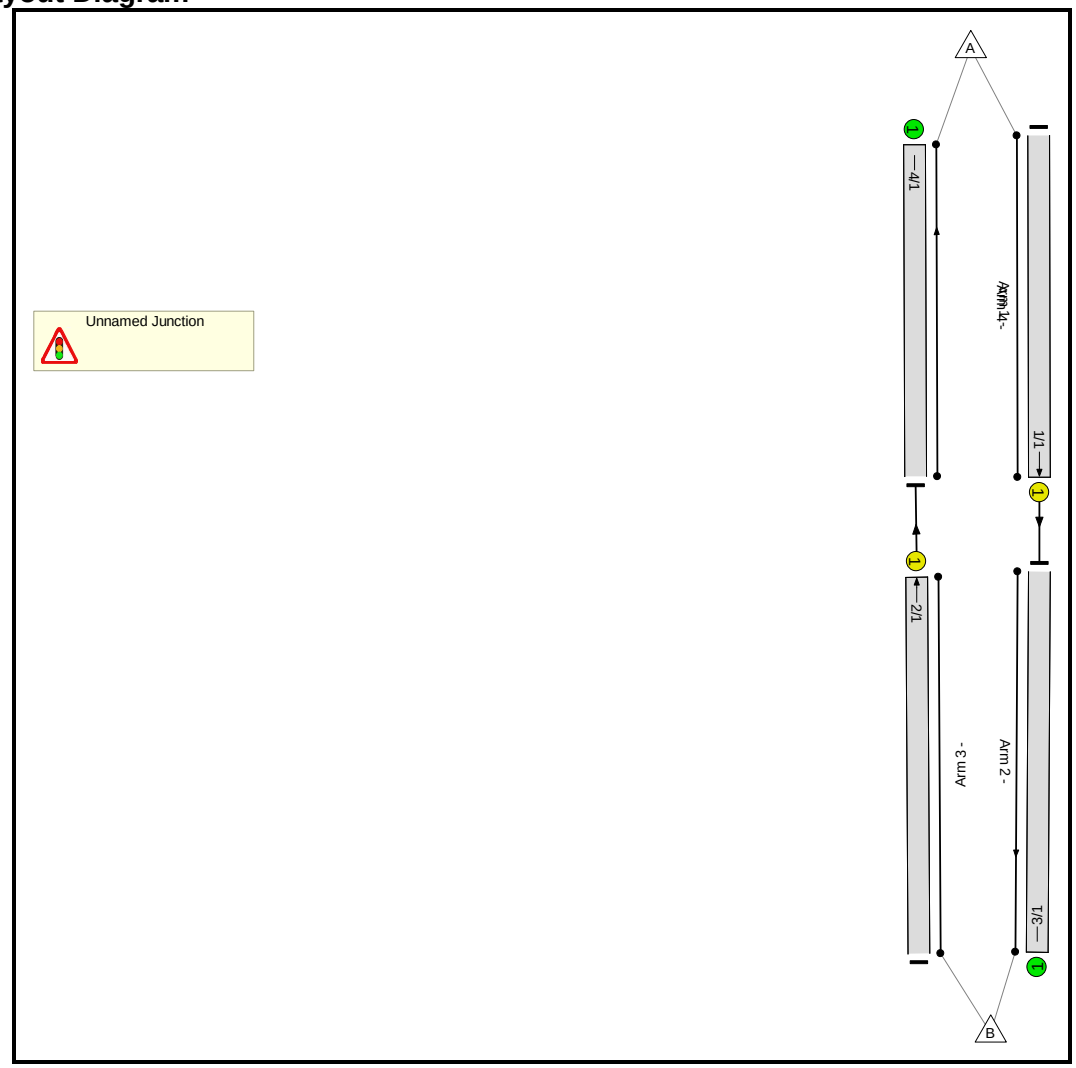
APPENDIX 2: LinSig Output

Full Input Data And Results

User and Project Details

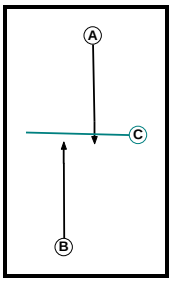
Project:	**Hinckley Rail Freight Terminal**
Title:	**Narborough Level Crossing**
Location:	
Additional detail:	
File name:	231114_Narborough_Crossing.lsg3x
Author:	Vibeeshan Devaharan
Company:	BWB Consulting
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		0	0
B	Traffic		0	0
C	Dummy		0	0

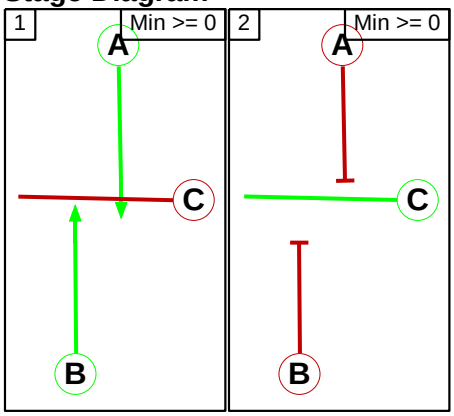
Phase Intergreens Matrix

		Starting Phase		
		A	B	C
Terminating Phase	A		-	0
	B	-		0
	C	0	0	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C

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

From Stage	To Stage		
		1	2
	1		0
	2	2	

Full Input Data And Results

Give-Way Lane Input Data

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

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**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	U	A	2	3	60.0	User	3600	-	-	-	-	-
2/1	U	B	2	3	60.0	User	2300	-	-	-	-	-
3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '0600-0700'	06:00	07:00	01:00	
2: '0700-0800'	07:00	08:00	01:00	
3: '0800-0900'	08:00	09:00	01:00	
4: '0900-1000'	09:00	10:00	01:00	
5: '1000-1100'	10:00	11:00	01:00	
6: '1100-1200'	11:00	12:00	01:00	
7: '1200-1300'	12:00	13:00	01:00	
8: '1300-1400'	13:00	14:00	01:00	
9: '1400-1500'	14:00	15:00	01:00	
10: '1500-1600'	15:00	16:00	01:00	
11: '1600-1700'	16:00	17:00	01:00	
12: '1700-1800'	17:00	18:00	01:00	
13: '1800-1900'	18:00	19:00	01:00	
14: '1900-2000'	19:00	20:00	01:00	
15: '2000-2100'	20:00	21:00	01:00	
16: '2100-2200'	21:00	22:00	01:00	
17: '2200-2300'	22:00	23:00	01:00	
18: '2036 WoD 0600-0700'	06:00	07:00	01:00	
19: '2036 WoD 0700-0800'	07:00	08:00	01:00	
20: '2036 WoD 0800-0900'	08:00	09:00	01:00	
21: '2036 WoD 0900-1000'	09:00	10:00	01:00	
22: '2036 WoD 1000-1100'	10:00	11:00	01:00	
23: '2036 WoD 1100-1200'	11:00	12:00	01:00	
24: '2036 WoD 1200-1300'	12:00	13:00	01:00	
25: '2036 WoD 1300-1400'	13:00	14:00	01:00	
26: '2036 WoD 1400-1500'	14:00	15:00	01:00	
27: '2036 WoD 1500-1600'	15:00	16:00	01:00	
28: '2036 WoD 1600-1700'	16:00	17:00	01:00	
29: '2036 WoD 1700-1800'	17:00	18:00	01:00	
30: '2036 WoD 1800-1900'	18:00	19:00	01:00	
31: '2036 WoD 1900-2000'	19:00	20:00	01:00	
32: '2036 WoD 2000-2100'	20:00	21:00	01:00	
33: '2036 WoD 2100-2200'	21:00	22:00	01:00	
34: '2036 WoD 2200-2300'	22:00	23:00	01:00	
35: '2036 WD 0600-0700'	06:00	07:00	01:00	
36: '2036 WD 0700-0800'	07:00	08:00	01:00	
37: '2036 WD 0800-0900'	08:00	09:00	01:00	
38: '2036 WD 0900-1000'	09:00	10:00	01:00	
39: '2036 WD 1000-1100'	10:00	11:00	01:00	

Full Input Data And Results

40: '2036 WD 1100-1200'	11:00	12:00	01:00	
41: '2036 WD 1200-1300'	12:00	13:00	01:00	
42: '2036 WD 1300-1400'	13:00	14:00	01:00	
43: '2036 WD 1400-1500'	14:00	15:00	01:00	
44: '2036 WD 1500-1600'	15:00	16:00	01:00	
45: '2036 WD 1600-1700'	16:00	17:00	01:00	
46: '2036 WD 1700-1800'	17:00	18:00	01:00	
47: '2036 WD 1800-1900'	18:00	19:00	01:00	
48: '2036 WD 1900-2000'	19:00	20:00	01:00	
49: '2036 WD 2000-2100'	20:00	21:00	01:00	
50: '2036 WD 2100-2200'	21:00	22:00	01:00	
51: '2036 WD 2200-2300'	22:00	23:00	01:00	

Scenario 1: 'Survey 0600-0700' (FG1: '0600-0700', Plan 4: '6 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	80	80
	B	115	0	115
	Tot.	115	80	195

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Survey 0600-0700
Junction: Unnamed Junction	
1/1	80
2/1	115
3/1	80
4/1	115

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Survey 0700-0800' (FG2: '0700-0800', Plan 3: '3 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	222	222
	B	406	0	406
	Tot.	406	222	628

Traffic Lane Flows

Lane	Scenario 2: Survey 0700-0800
Junction: Unnamed Junction	
1/1	222
2/1	406
3/1	222
4/1	406

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'Survey 0800-0900' (FG3: '0800-0900', Plan 1: '4 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	299	299
	B	533	0	533
	Tot.	533	299	832

Traffic Lane Flows

Lane	Scenario 3: Survey 0800-0900
Junction: Unnamed Junction	
1/1	299
2/1	533
3/1	299
4/1	533

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Survey 0900-1000' (FG4: '0900-1000', Plan 1: '4 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	216	216
	B	326	0	326
	Tot.	326	216	542

Traffic Lane Flows

Lane	Scenario 4: Survey 0900-1000
Junction: Unnamed Junction	
1/1	216
2/1	326
3/1	216
4/1	326

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Survey 1000-1100' (FG5: '1000-1100', Plan 3: '3 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	216	216
	B	209	0	209
	Tot.	209	216	425

Traffic Lane Flows

Lane	Scenario 5: Survey 1000-1100
Junction: Unnamed Junction	
1/1	216
2/1	209
3/1	216
4/1	209

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Survey 1100-1200' (FG6: '1100-1200', Plan 2: '5 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	226	226
	B	201	0	201
	Tot.	201	226	427

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Survey 1100-1200
Junction: Unnamed Junction	
1/1	226
2/1	201
3/1	226
4/1	201

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Survey 1200-1300' (FG7: '1200-1300', Plan 4: '6 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	263	263
	B	265	0	265
	Tot.	265	263	528

Traffic Lane Flows

Lane	Scenario 7: Survey 1200-1300
Junction: Unnamed Junction	
1/1	263
2/1	265
3/1	263
4/1	265

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: 'Survey 1300-1400' (FG8: '1300-1400', Plan 1: '4 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	237	237
	B	212	0	212
	Tot.	212	237	449

Traffic Lane Flows

Lane	Scenario 8: Survey 1300-1400
Junction: Unnamed Junction	
1/1	237
2/1	212
3/1	237
4/1	212

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'Survey 1400-1500' (FG9: '1400-1500', Plan 3: '3 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	304	304
	B	255	0	255
	Tot.	255	304	559

Traffic Lane Flows

Lane	Scenario 9: Survey 1400-1500
Junction: Unnamed Junction	
1/1	304
2/1	255
3/1	304
4/1	255

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Survey 1500-1600' (FG10: '1500-1600', Plan 4: '6 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	364	364
	B	304	0	304
	Tot.	304	364	668

Traffic Lane Flows

Lane	Scenario 10: Survey 1500-1600
Junction: Unnamed Junction	
1/1	364
2/1	304
3/1	364
4/1	304

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'Survey 1600-1700' (FG11: '1600-1700', Plan 4: '6 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	521	521
	B	369	0	369
	Tot.	369	521	890

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: Survey 1600-1700
Junction: Unnamed Junction	
1/1	521
2/1	369
3/1	521
4/1	369

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'Survey 1700-1800' (FG12: '1700-1800', Plan 2: '5 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	509	509
	B	368	0	368
	Tot.	368	509	877

Traffic Lane Flows

Lane	Scenario 12: Survey 1700-1800
Junction: Unnamed Junction	
1/1	509
2/1	368
3/1	509
4/1	368

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 13: 'Survey 1800-1900' (FG13: '1800-1900', Plan 2: '5 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

	Destination			
		A	B	Tot.
Origin	A	0	334	334
	B	243	0	243
	Tot.	243	334	577

Traffic Lane Flows

Lane	Scenario 13: Survey 1800-1900
Junction: Unnamed Junction	
1/1	334
2/1	243
3/1	334
4/1	243

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 14: 'Survey 1900-2000' (FG14: '1900-2000', Plan 3: '3 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

	Destination			
		A	B	Tot.
Origin	A	0	152	152
	B	121	0	121
	Tot.	121	152	273

Traffic Lane Flows

Lane	Scenario 14: Survey 1900-2000
Junction: Unnamed Junction	
1/1	152
2/1	121
3/1	152
4/1	121

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 15: 'Survey 2000-2100' (FG15: '2000-2100', Plan 4: '6 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	139	139
	B	107	0	107
	Tot.	107	139	246

Traffic Lane Flows

Lane	Scenario 15: Survey 2000-2100
Junction: Unnamed Junction	
1/1	139
2/1	107
3/1	139
4/1	107

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 16: 'Survey 2100-2200' (FG16: '2100-2200', Plan 2: '5 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	96	96
	B	77	0	77
	Tot.	77	96	173

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: Survey 2100-2200
Junction: Unnamed Junction	
1/1	96
2/1	77
3/1	96
4/1	77

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 17: 'Survey 2200-2300' (FG17: '2200-2300', Plan 5: '2 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	38	38
	B	43	0	43
	Tot.	43	38	81

Traffic Lane Flows

Lane	Scenario 17: Survey 2200-2300
Junction: Unnamed Junction	
1/1	38
2/1	43
3/1	38
4/1	43

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 18: '2036 WoD 0600-0700' (FG18: '2036 WoD 0600-0700', Plan 4: '6 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	94	94
	B	104	0	104
	Tot.	104	94	198

Traffic Lane Flows

Lane	Scenario 18: 2036 WoD 0600-0700
Junction: Unnamed Junction	
1/1	94
2/1	104
3/1	94
4/1	104

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 19: '2036 WoD 0700-0800' (FG19: '2036 WoD 0700-0800', Plan 3: '3 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	262	262
	B	290	0	290
	Tot.	290	262	552

Traffic Lane Flows

Lane	Scenario 19: 2036 WoD 0700-0800
Junction: Unnamed Junction	
1/1	262
2/1	290
3/1	262
4/1	290

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 20: '2036 WoD 0800-0900' (FG20: '2036 WoD 0800-0900', Plan 1: '4 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	343	343
	B	591	0	591
	Tot.	591	343	934

Traffic Lane Flows

Lane	Scenario 20: 2036 WoD 0800-0900
Junction: Unnamed Junction	
1/1	343
2/1	591
3/1	343
4/1	591

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 21: '2036 WoD 0900-1000' (FG21: '2036 WoD 0900-1000', Plan 1: '4 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	254	254
	B	281	0	281
	Tot.	281	254	535

Traffic Lane Flows

Lane	Scenario 21: 2036 WoD 0900-1000
Junction: Unnamed Junction	
1/1	254
2/1	281
3/1	254
4/1	281

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 22: '2036 WoD 1000-1100' (FG22: '2036 WoD 1000-1100', Plan 3: '3 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	255	255
	B	282	0	282
	Tot.	282	255	537

Traffic Lane Flows

Lane	Scenario 22: 2036 WoD 1000-1100
Junction: Unnamed Junction	
1/1	255
2/1	282
3/1	255
4/1	282

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 23: '2036 WoD 1100-1200' (FG23: '2036 WoD 1100-1200', Plan 2: '5 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	266	266
	B	294	0	294
	Tot.	294	266	560

Traffic Lane Flows

Lane	Scenario 23: 2036 WoD 1100-1200
Junction: Unnamed Junction	
1/1	266
2/1	294
3/1	266
4/1	294

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 24: '2036 WoD 1200-1300' (FG24: '2036 WoD 1200-1300', Plan 4: '6 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	311	311
	B	343	0	343
	Tot.	343	311	654

Traffic Lane Flows

Lane	Scenario 24: 2036 WoD 1200-1300
Junction: Unnamed Junction	
1/1	311
2/1	343
3/1	311
4/1	343

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 25: '2036 WoD 1300-1400' (FG25: '2036 WoD 1300-1400', Plan 1: '4 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	280	280
	B	309	0	309
	Tot.	309	280	589

Traffic Lane Flows

Lane	Scenario 25: 2036 WoD 1300-1400
Junction: Unnamed Junction	
1/1	280
2/1	309
3/1	280
4/1	309

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 26: '2036 WoD 1400-1500' (FG26: '2036 WoD 1400-1500', Plan 3: '3 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	358	358
	B	396	0	396
	Tot.	396	358	754

Traffic Lane Flows

Lane	Scenario 26: 2036 WoD 1400-1500
Junction: Unnamed Junction	
1/1	358
2/1	396
3/1	358
4/1	396

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 27: '2036 WoD 1500-1600' (FG44: '2036 WD 1500-1600', Plan 4: '6 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	399	399
	B	476	0	476
	Tot.	476	399	875

Traffic Lane Flows

Lane	Scenario 27: 2036 WoD 1500-1600
Junction: Unnamed Junction	
1/1	399
2/1	476
3/1	399
4/1	476

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 28: '2036 WoD 1600-1700' (FG28: '2036 WoD 1600-1700', Plan 4: '6 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	615	615
	B	679	0	679
	Tot.	679	615	1294

Traffic Lane Flows

Lane	Scenario 28: 2036 WoD 1600-1700
Junction: Unnamed Junction	
1/1	615
2/1	679
3/1	615
4/1	679

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 29: '2036 WoD 1700-1800' (FG29: '2036 WoD 1700-1800', Plan 2: '5 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	558	558
	B	526	0	526
	Tot.	526	558	1084

Traffic Lane Flows

Lane	Scenario 29: 2036 WoD 1700-1800
Junction: Unnamed Junction	
1/1	558
2/1	526
3/1	558
4/1	526

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 30: '2036 WoD 1800-1900' (FG30: '2036 WoD 1800-1900', Plan 2: '5 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	395	395
	B	436	0	436
	Tot.	436	395	831

Traffic Lane Flows

Lane	Scenario 30: 2036 WoD 1800-1900
Junction: Unnamed Junction	
1/1	395
2/1	436
3/1	395
4/1	436

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 31: '2036 WoD 1900-2000' (FG31: '2036 WoD 1900-2000', Plan 3: '3 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	179	179
	B	198	0	198
	Tot.	198	179	377

Traffic Lane Flows

Lane	Scenario 31: 2036 WoD 1900-2000
Junction: Unnamed Junction	
1/1	179
2/1	198
3/1	179
4/1	198

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 32: '2036 WoD 2000-2100' (FG32: '2036 WoD 2000-2100', Plan 4: '6 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	164	164
	B	181	0	181
	Tot.	181	164	345

Traffic Lane Flows

Lane	Scenario 32: 2036 WoD 2000-2100
Junction: Unnamed Junction	
1/1	164
2/1	181
3/1	164
4/1	181

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 33: '2036 WoD 2100-2200' (FG33: '2036 WoD 2100-2200', Plan 2: '5 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	114	114
	B	126	0	126
	Tot.	126	114	240

Traffic Lane Flows

Lane	Scenario 33: 2036 WoD 2100-2200
Junction: Unnamed Junction	
1/1	114
2/1	126
3/1	114
4/1	126

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 34: '2036 WoD 2200-2300' (FG34: '2036 WoD 2200-2300', Plan 5: '2 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	45	45
	B	50	0	50
	Tot.	50	45	95

Traffic Lane Flows

Lane	Scenario 34: 2036 WoD 2200-2300
Junction: Unnamed Junction	
1/1	45
2/1	50
3/1	45
4/1	50

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 35: '2036 WD 0600-0700' (FG35: '2036 WD 0600-0700', Plan 6: '7 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	87	87
	B	104	0	104
	Tot.	104	87	191

Traffic Lane Flows

Lane	Scenario 35: 2036 WD 0600-0700
Junction: Unnamed Junction	
1/1	87
2/1	104
3/1	87
4/1	104

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 36: '2036 WD 0700-0800' (FG36: '2036 WD 0700-0800', Plan 3: '3 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	244	244
	B	291	0	291
	Tot.	291	244	535

Traffic Lane Flows

Lane	Scenario 36: 2036 WD 0700-0800
Junction: Unnamed Junction	
1/1	244
2/1	291
3/1	244
4/1	291

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 37: '2036 WD 0800-0900' (FG37: '2036 WD 0800-0900', Plan 1: '4 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	357	357
	B	644	0	644
	Tot.	644	357	1001

Traffic Lane Flows

Lane	Scenario 37: 2036 WD 0800-0900
Junction: Unnamed Junction	
1/1	357
2/1	644
3/1	357
4/1	644

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 38: '2036 WD 0900-1000' (FG38: '2036 WD 0900-1000', Plan 2: '5 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	237	237
	B	282	0	282
	Tot.	282	237	519

Traffic Lane Flows

Lane	Scenario 38: 2036 WD 0900-1000
Junction: Unnamed Junction	
1/1	237
2/1	282
3/1	237
4/1	282

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 39: '2036 WD 1000-1100' (FG39: '2036 WD 1000-1100', Plan 3: '3 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	238	238
	B	283	0	283
	Tot.	283	238	521

Traffic Lane Flows

Lane	Scenario 39: 2036 WD 1000-1100
Junction: Unnamed Junction	
1/1	238
2/1	283
3/1	238
4/1	283

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 40: '2036 WD 1100-1200' (FG40: '2036 WD 1100-1200', Plan 6: '7 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	248	248
	B	295	0	295
	Tot.	295	248	543

Traffic Lane Flows

Lane	Scenario 40: 2036 WD 1100-1200
Junction: Unnamed Junction	
1/1	248
2/1	295
3/1	248
4/1	295

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 41: '2036 WD 1200-1300' (FG41: '2036 WD 1200-1300', Plan 4: '6 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	289	289
	B	345	0	345
	Tot.	345	289	634

Traffic Lane Flows

Lane	Scenario 41: 2036 WD 1200-1300
Junction: Unnamed Junction	
1/1	289
2/1	345
3/1	289
4/1	345

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 42: '2036 WD 1300-1400' (FG42: '2036 WD 1300-1400', Plan 4: '6 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	260	260
	B	310	0	310
	Tot.	310	260	570

Traffic Lane Flows

Lane	Scenario 42: 2036 WD 1300-1400
Junction: Unnamed Junction	
1/1	260
2/1	310
3/1	260
4/1	310

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 43: '2036 WD 1400-1500' (FG43: '2036 WD 1400-1500', Plan 2: '5 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	333	333
	B	398	0	398
	Tot.	398	333	731

Traffic Lane Flows

Lane	Scenario 43: 2036 WD 1400-1500
Junction: Unnamed Junction	
1/1	333
2/1	398
3/1	333
4/1	398

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 44: '2036 WD 1500-1600' (FG44: '2036 WD 1500-1600', Plan 6: '7 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	399	399
	B	476	0	476
	Tot.	476	399	875

Traffic Lane Flows

Lane	Scenario 44: 2036 WD 1500-1600
Junction: Unnamed Junction	
1/1	399
2/1	476
3/1	399
4/1	476

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 45: '2036 WD 1600-1700' (FG45: '2036 WD 1600-1700', Plan 4: '6 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	572	572
	B	682	0	682
	Tot.	682	572	1254

Traffic Lane Flows

Lane	Scenario 45: 2036 WD 1600-1700
Junction: Unnamed Junction	
1/1	572
2/1	682
3/1	572
4/1	682

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 46: '2036 WD 1700-1800' (FG46: '2036 WD 1700-1800', Plan 4: '6 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	488	488
	B	478	0	478
	Tot.	478	488	966

Traffic Lane Flows

Lane	Scenario 46: 2036 WD 1700-1800
Junction: Unnamed Junction	
1/1	488
2/1	478
3/1	488
4/1	478

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 47: '2036 WD 1800-1900' (FG47: '2036 WD 1800-1900', Plan 2: '5 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	367	367
	B	438	0	438
	Tot.	438	367	805

Traffic Lane Flows

Lane	Scenario 47: 2036 WD 1800-1900
Junction: Unnamed Junction	
1/1	367
2/1	438
3/1	367
4/1	438

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 48: '2036 WD 1900-2000' (FG48: '2036 WD 1900-2000', Plan 1: '4 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	167	167
	B	199	0	199
	Tot.	199	167	366

Traffic Lane Flows

Lane	Scenario 48: 2036 WD 1900-2000
Junction: Unnamed Junction	
1/1	167
2/1	199
3/1	167
4/1	199

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 49: '2036 WD 2000-2100' (FG49: '2036 WD 2000-2100', Plan 6: '7 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	153	153
	B	182	0	182
	Tot.	182	153	335

Traffic Lane Flows

Lane	Scenario 49: 2036 WD 2000-2100
Junction: Unnamed Junction	
1/1	153
2/1	182
3/1	153
4/1	182

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 50: '2036 WD 2100-2200' (FG50: '2036 WD 2100-2200', Plan 4: '6 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	106	106
	B	126	0	126
	Tot.	126	106	232

Traffic Lane Flows

Lane	Scenario 50: 2036 WD 2100-2200
Junction: Unnamed Junction	
1/1	106
2/1	126
3/1	106
4/1	126

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 51: '2036 WD 2200-2300' (FG51: '2036 WD 2200-2300', Plan 3: '3 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	42	42
	B	50	0	50
	Tot.	50	42	92

Traffic Lane Flows

Lane	Scenario 51: 2036 WD 2200-2300
Junction: Unnamed Junction	
1/1	42
2/1	50
3/1	42
4/1	50

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 52: '2036 WoD + HNRFI Trains 0600-0700' (FG18: '2036 WoD 0600-0700', Plan 6: '7 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	94	94
	B	104	0	104
	Tot.	104	94	198

Traffic Lane Flows

Lane	Scenario 52: 2036 WoD + HNRFI Trains 0600-0700
Junction: Unnamed Junction	
1/1	94
2/1	104
3/1	94
4/1	104

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 53: '2036 WoD + HNRFI Trains 0700-0800' (FG19: '2036 WoD 0700-0800', Plan 3: '3 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	262	262
	B	290	0	290
	Tot.	290	262	552

Traffic Lane Flows

Lane	Scenario 53: 2036 WoD + HNRFI Trains 0700-0800
Junction: Unnamed Junction	
1/1	262
2/1	290
3/1	262
4/1	290

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 54: '2036 WoD + HNRFI Trains 0800-0900' (FG20: '2036 WoD 0800-0900', Plan 1: '4 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	343	343
	B	591	0	591
	Tot.	591	343	934

Traffic Lane Flows

Lane	Scenario 54: 2036 WoD + HNRFI Trains 0800-0900
Junction: Unnamed Junction	
1/1	343
2/1	591
3/1	343
4/1	591

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 55: '2036 WoD + HNRFI Trains 0900-1000' (FG21: '2036 WoD 0900-1000', Plan 2: '5 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	254	254
	B	281	0	281
	Tot.	281	254	535

Traffic Lane Flows

Lane	Scenario 55: 2036 WoD + HNRFI Trains 0900-1000
Junction: Unnamed Junction	
1/1	254
2/1	281
3/1	254
4/1	281

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 56: '2036 WoD + HNRFI Trains 1000-1100' (FG22: '2036 WoD 1000-1100', Plan 3: '3 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	255	255
	B	282	0	282
	Tot.	282	255	537

Traffic Lane Flows

Lane	Scenario 56: 2036 WoD + HNRFI Trains 1000-1100
Junction: Unnamed Junction	
1/1	255
2/1	282
3/1	255
4/1	282

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 57: '2036 WoD + HNRFI Trains 1100-1200' (FG23: '2036 WoD 1100-1200', Plan 6: '7 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	266	266
	B	294	0	294
	Tot.	294	266	560

Traffic Lane Flows

Lane	Scenario 57: 2036 WoD + HNRFI Trains 1100-1200
Junction: Unnamed Junction	
1/1	266
2/1	294
3/1	266
4/1	294

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 58: '2036 WoD + HNRFI Trains 1200-1300' (FG24: '2036 WoD 1200-1300', Plan 4: '6 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	311	311
	B	343	0	343
	Tot.	343	311	654

Traffic Lane Flows

Lane	Scenario 58: 2036 WoD + HNRFI Trains 1200-1300
Junction: Unnamed Junction	
1/1	311
2/1	343
3/1	311
4/1	343

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 59: '2036 WoD + HNRFI Trains 1300-1400' (FG25: '2036 WoD 1300-1400', Plan 4: '6 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	280	280
	B	309	0	309
	Tot.	309	280	589

Traffic Lane Flows

Lane	Scenario 59: 2036 WoD + HNRFI Trains 1300-1400
Junction: Unnamed Junction	
1/1	280
2/1	309
3/1	280
4/1	309

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 60: '2036 WoD + HNRFI Trains 1400-1500' (FG26: '2036 WoD 1400-1500', Plan 2: '5 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	358	358
	B	396	0	396
	Tot.	396	358	754

Traffic Lane Flows

Lane	Scenario 60: 2036 WoD + HNRFI Trains 1400-1500
Junction: Unnamed Junction	
1/1	358
2/1	396
3/1	358
4/1	396

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 61: '2036 WoD + HNRFI Trains 1500-1600' (FG27: '2036 WoD 1500-1600', Plan 6: '7 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	429	429
	B	474	0	474
	Tot.	474	429	903

Traffic Lane Flows

Lane	Scenario 61: 2036 WoD + HNRFI Trains 1500-1600
Junction: Unnamed Junction	
1/1	429
2/1	474
3/1	429
4/1	474

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 62: '2036 WoD + HNRFI Trains 1600-1700' (FG28: '2036 WoD 1600-1700', Plan 4: '6 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	615	615
	B	679	0	679
	Tot.	679	615	1294

Traffic Lane Flows

Lane	Scenario 62: 2036 WoD + HNRFI Trains 1600-1700
Junction: Unnamed Junction	
1/1	615
2/1	679
3/1	615
4/1	679

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 63: '2036 WoD + HNRFI Trains 1700-1800' (FG29: '2036 WoD 1700-1800', Plan 4: '6 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	558	558
	B	526	0	526
	Tot.	526	558	1084

Traffic Lane Flows

Lane	Scenario 63: 2036 WoD + HNRFI Trains 1700-1800
Junction: Unnamed Junction	
1/1	558
2/1	526
3/1	558
4/1	526

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 64: '2036 WoD + HNRFI Trains 1900-2000' (FG31: '2036 WoD 1900-2000', Plan 1: '4 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	179	179
	B	198	0	198
	Tot.	198	179	377

Traffic Lane Flows

Lane	Scenario 64: 2036 WoD + HNRFI Trains 1900-2000
Junction: Unnamed Junction	
1/1	179
2/1	198
3/1	179
4/1	198

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 65: '2036 WoD + HNRFI Trains 2000-2100' (FG32: '2036 WoD 2000-2100', Plan 6: '7 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	164	164
	B	181	0	181
	Tot.	181	164	345

Traffic Lane Flows

Lane	Scenario 65: 2036 WoD + HNRFI Trains 2000-2100
Junction: Unnamed Junction	
1/1	164
2/1	181
3/1	164
4/1	181

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 66: '2036 WoD + HNRFI Trains 2100-2200' (FG33: '2036 WoD 2100-2200', Plan 4: '6 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	114	114
	B	126	0	126
	Tot.	126	114	240

Traffic Lane Flows

Lane	Scenario 66: 2036 WoD + HNRFI Trains 2100-2200
Junction: Unnamed Junction	
1/1	114
2/1	126
3/1	114
4/1	126

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 67: '2036 WoD + HNRFI Trains 2200-2300' (FG34: '2036 WoD 2200-2300', Plan 3: '3 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	45	45
	B	50	0	50
	Tot.	50	45	95

Traffic Lane Flows

Lane	Scenario 67: 2036 WoD + HNRFI Trains 2200-2300
Junction: Unnamed Junction	
1/1	45
2/1	50
3/1	45
4/1	50

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 68: '2036 WoD + HNRFI Trains 1800-1900' (FG30: '2036 WoD 1800-1900', Plan 2: '5 Trains/Hour')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	395	395
	B	436	0	436
	Tot.	436	395	831

Traffic Lane Flows

Lane	Scenario 68: 2036 WoD + HNRFI Trains 1800-1900
Junction: Unnamed Junction	
1/1	395
2/1	436
3/1	395
4/1	436

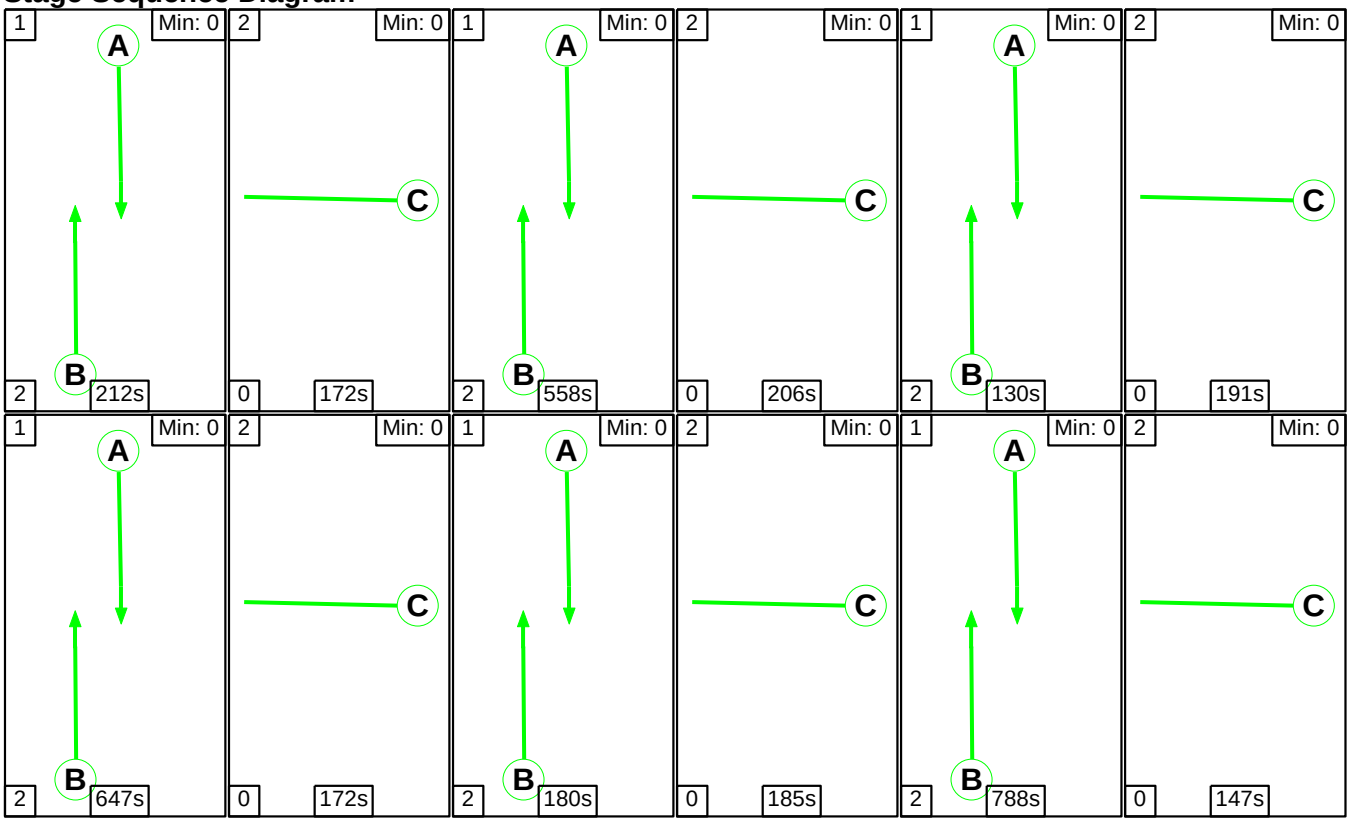
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						3600	3600
2/1	This lane uses a directly entered Saturation Flow						2300	2300
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: 'Survey 0600-0700' (FG1: '0600-0700', Plan 4: '6 Trains/Hour')

Stage Sequence Diagram



Stage Timings

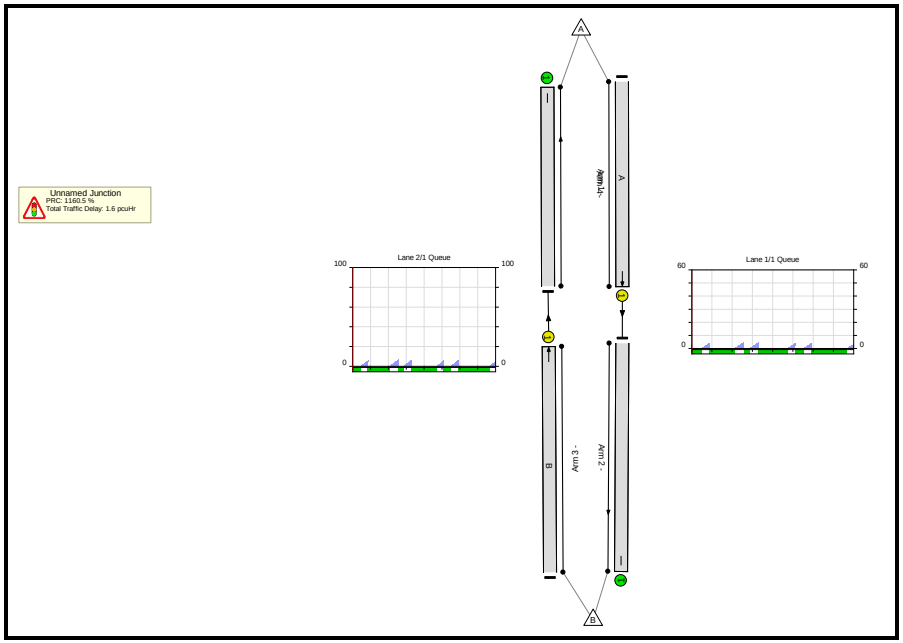
Stage	1	2	1	2	1	2	1	2	1	2
Duration	212	172	558	206	130	191	647	172	180	185
Change Point	0	214	386	946	1152	1284	1475	2124	2296	2478

Stage	1	2								
Duration	788	147								
Change Point	2663	3453								

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**7.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**7.1%**
1/1	Ahead	U	N/A	N/A	A		6	2515	-	80	3600	2521	3.2%
2/1	Ahead	U	N/A	N/A	B		6	2515	-	115	2300	1611	7.1%
3/1		U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%

Full Input Data And Results

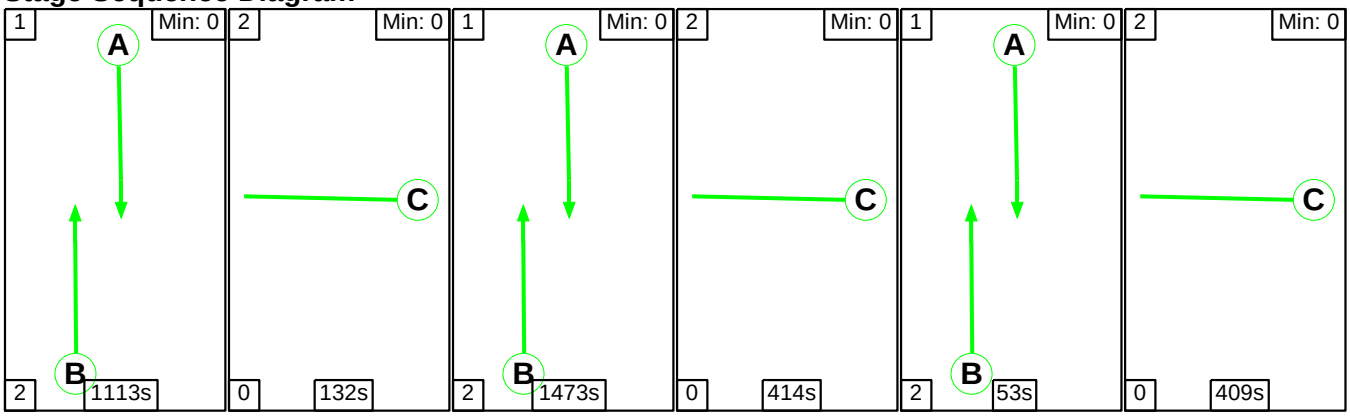
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**1.5**	**0.1**	**0.0**	**1.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**1.5**	**0.1**	**0.0**	**1.6**	**-**	**-**	**-**	**-**
1/1	80	80	-	-	-	0.6	0.0	-	0.6	28.6	4.7	0.0	4.7
2/1	115	115	-	-	-	0.9	0.0	-	1.0	29.9	6.9	0.0	7.0
3/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1160.5 Total Delay for Signalled Lanes (pcuHr): 1.59 Cycle Time (s): 3600
PRC Over All Lanes (%): 1160.5 Total Delay Over All Lanes(pcuHr): 1.59

Full Input Data And Results

Scenario 2: 'Survey 0700-0800' (FG2: '0700-0800', Plan 3: '3 Trains/Hour')

Stage Sequence Diagram



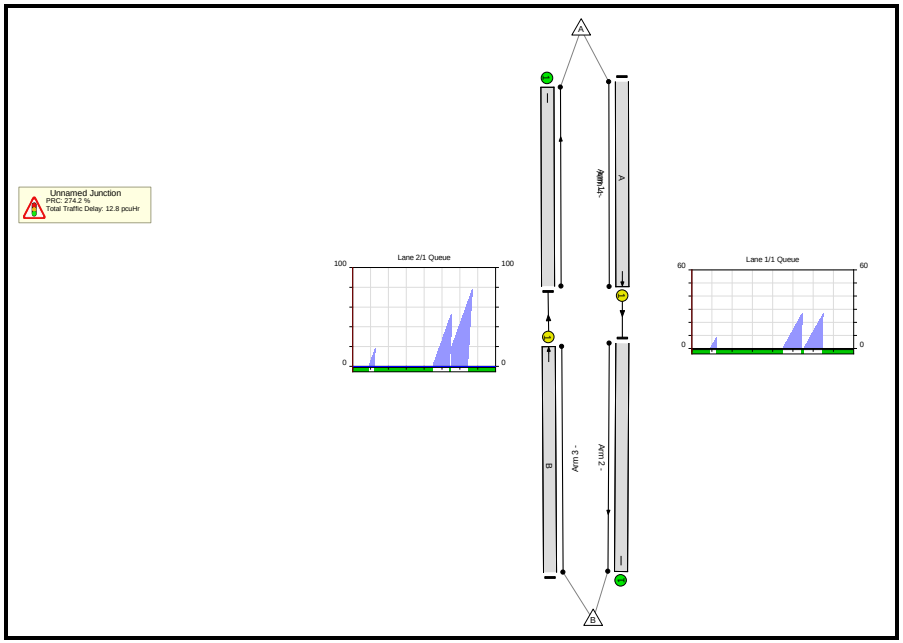
Stage Timings

Stage	1	2	1	2	1	2
Duration	1113	132	1473	414	53	409
Change Point	2899	414	546	2021	2435	2490

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**24.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**24.1%**
1/1	Ahead	U	N/A	N/A	A		3	2639	-	222	3600	2642	8.4%
2/1	Ahead	U	N/A	N/A	B		3	2639	-	406	2300	1688	24.1%
3/1		U	N/A	N/A	-		-	-	-	222	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%

Full Input Data And Results

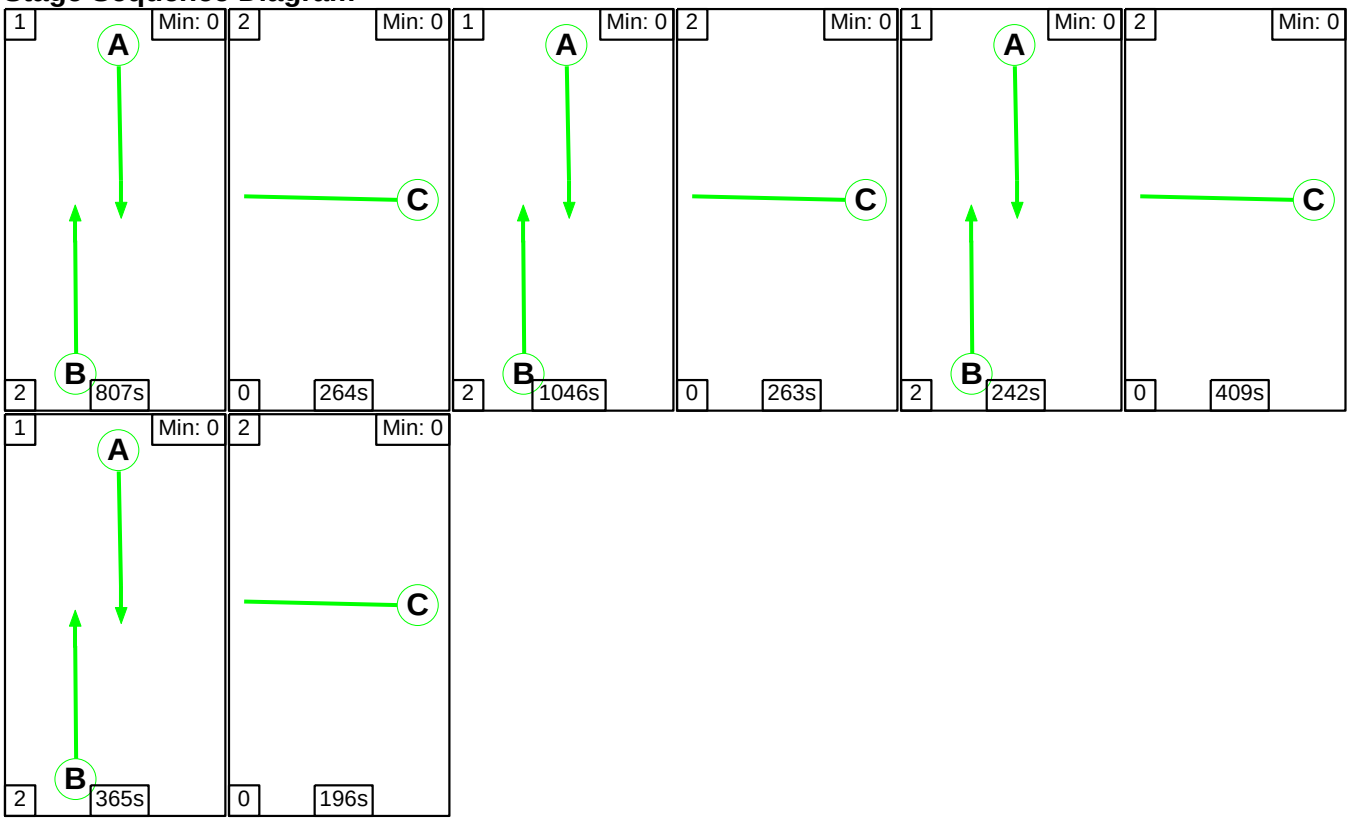
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**12.6**	**0.2**	**0.0**	**12.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**12.6**	**0.2**	**0.0**	**12.8**	**-**	**-**	**-**	**-**
1/1	222	222	-	-	-	3.3	0.0	-	3.3	53.7	27.3	0.0	27.3
2/1	406	406	-	-	-	9.4	0.2	-	9.5	84.3	78.4	0.2	78.5
3/1	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 274.2 Total Delay for Signalled Lanes (pcuHr): 12.83 Cycle Time (s): 3600
PRC Over All Lanes (%): 274.2 Total Delay Over All Lanes(pcuHr): 12.83

Full Input Data And Results

Scenario 3: 'Survey 0800-0900' (FG3: '0800-0900', Plan 1: '4 Trains/Hour')

Stage Sequence Diagram



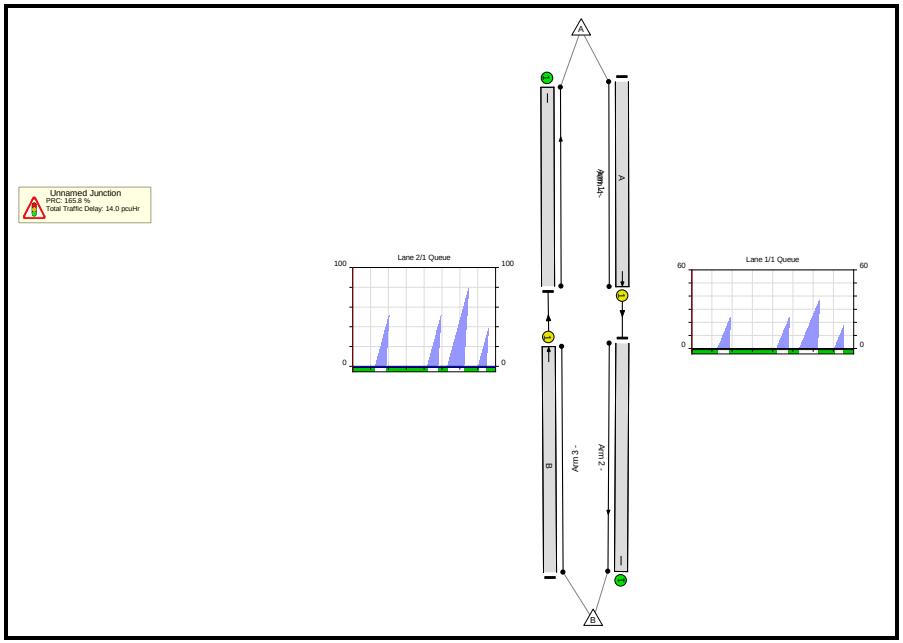
Stage Timings

Stage	1	2	1	2	1	2	1	2
Duration	807	264	1046	263	242	409	365	196
Change Point	3367	576	840	1888	2151	2395	2804	3171

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**33.9%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**33.9%**
1/1	Ahead	U	N/A	N/A	A		4	2460	-	299	3600	2464	12.1%
2/1	Ahead	U	N/A	N/A	B		4	2460	-	533	2300	1574	33.9%
3/1		U	N/A	N/A	-		-	-	-	299	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%

Full Input Data And Results

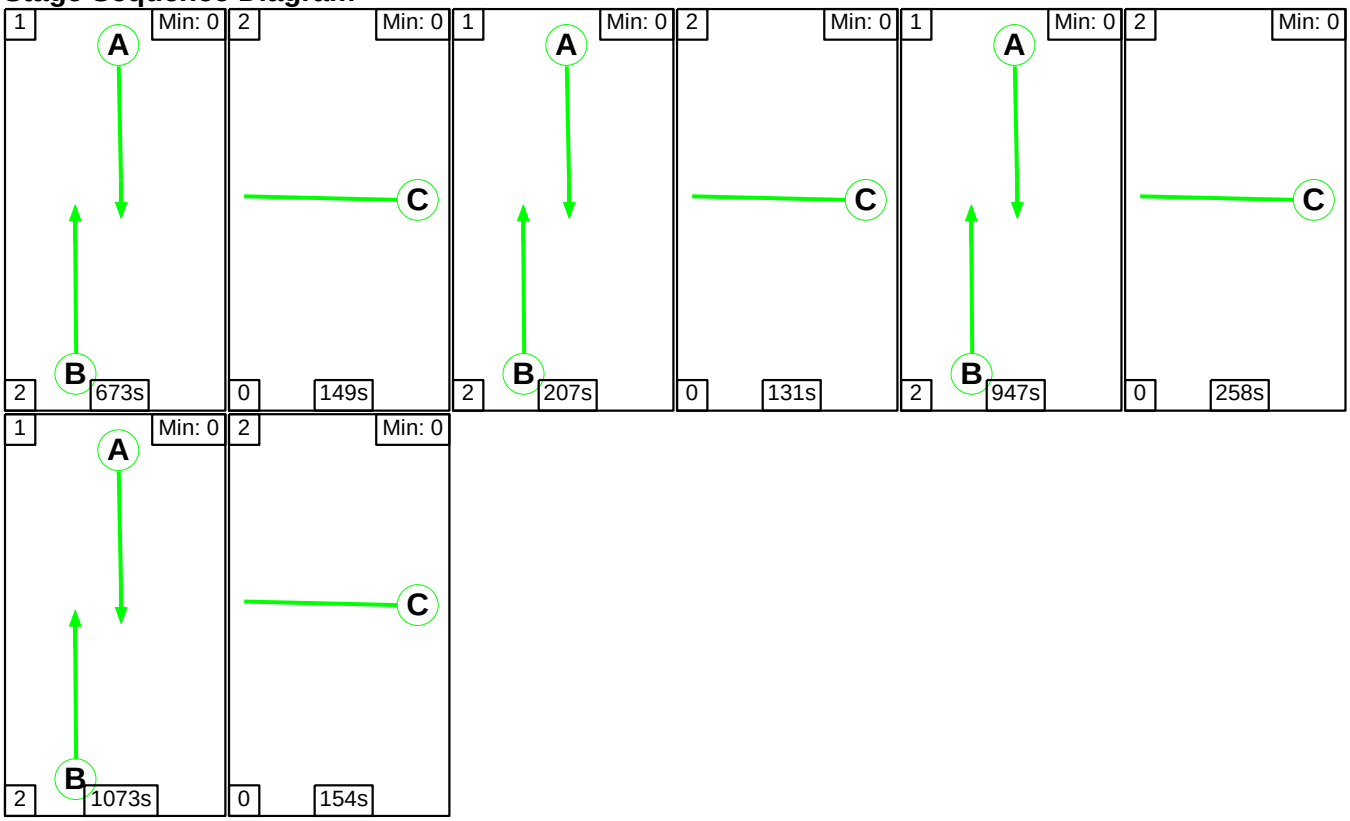
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**13.6**	**0.3**	**0.0**	**14.0**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**13.6**	**0.3**	**0.0**	**14.0**	**-**	**-**	**-**	**-**
1/1	299	299	-	-	-	4.4	0.1	-	4.4	53.4	37.1	0.1	37.2
2/1	533	533	-	-	-	9.3	0.3	-	9.5	64.4	78.9	0.3	79.2
3/1	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 165.8 Total Delay for Signalled Lanes (pcuHr): 13.97 Cycle Time (s): 3600
PRC Over All Lanes (%): 165.8 Total Delay Over All Lanes(pcuHr): 13.97

Full Input Data And Results

Scenario 4: 'Survey 0900-1000' (FG4: '0900-1000', Plan 1: '4 Trains/Hour')

Stage Sequence Diagram



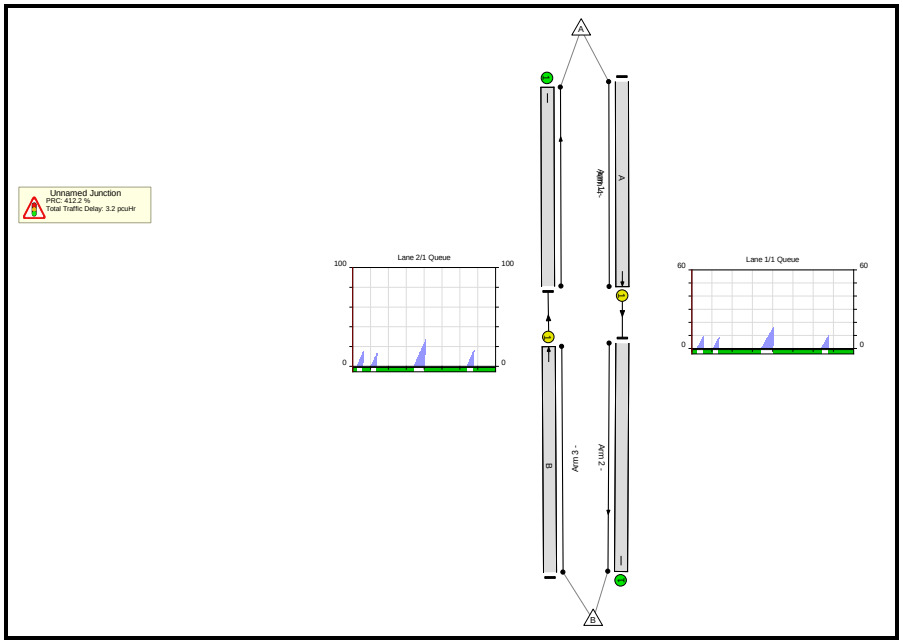
Stage Timings

Stage	1	2	1	2	1	2	1	2
Duration	673	149	207	131	947	258	1073	154
Change Point	3036	111	260	469	600	1549	1807	2882

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**17.6%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**17.6%**
1/1	Ahead	U	N/A	N/A	A		4	2900	-	216	3600	2904	7.4%
2/1	Ahead	U	N/A	N/A	B		4	2900	-	326	2300	1855	17.6%
3/1		U	N/A	N/A	-		-	-	-	216	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%

Full Input Data And Results

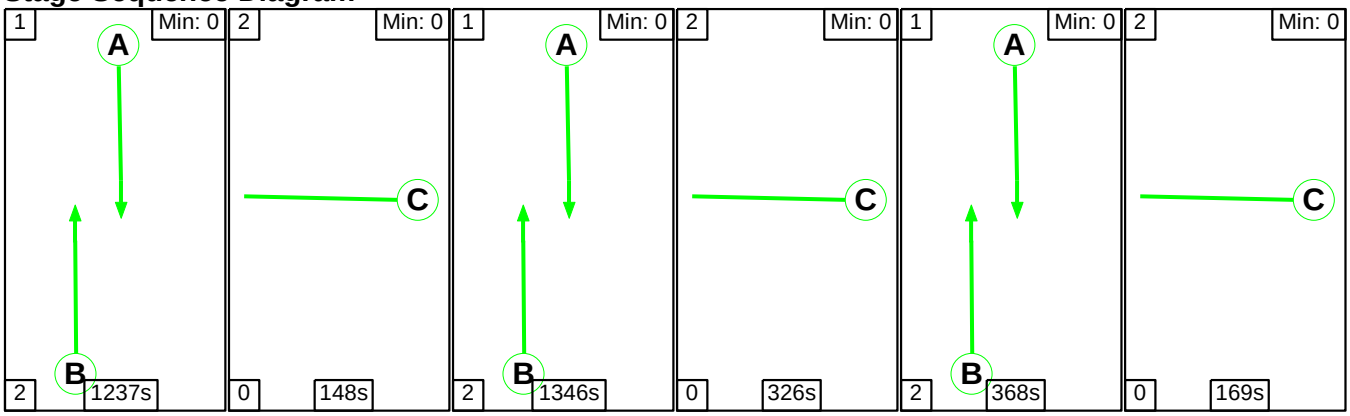
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**3.1**	**0.1**	**0.0**	**3.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**3.1**	**0.1**	**0.0**	**3.2**	**-**	**-**	**-**	**-**
1/1	216	216	-	-	-	1.2	0.0	-	1.2	20.0	16.5	0.0	16.5
2/1	326	326	-	-	-	1.9	0.1	-	2.0	22.4	27.3	0.1	27.4
3/1	216	216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 412.2 Total Delay for Signalled Lanes (pcuHr): 3.23 Cycle Time (s): 3600
PRC Over All Lanes (%): 412.2 Total Delay Over All Lanes(pcuHr): 3.23

Full Input Data And Results

Scenario 5: 'Survey 1000-1100' (FG5: '1000-1100', Plan 3: '3 Trains/Hour')

Stage Sequence Diagram



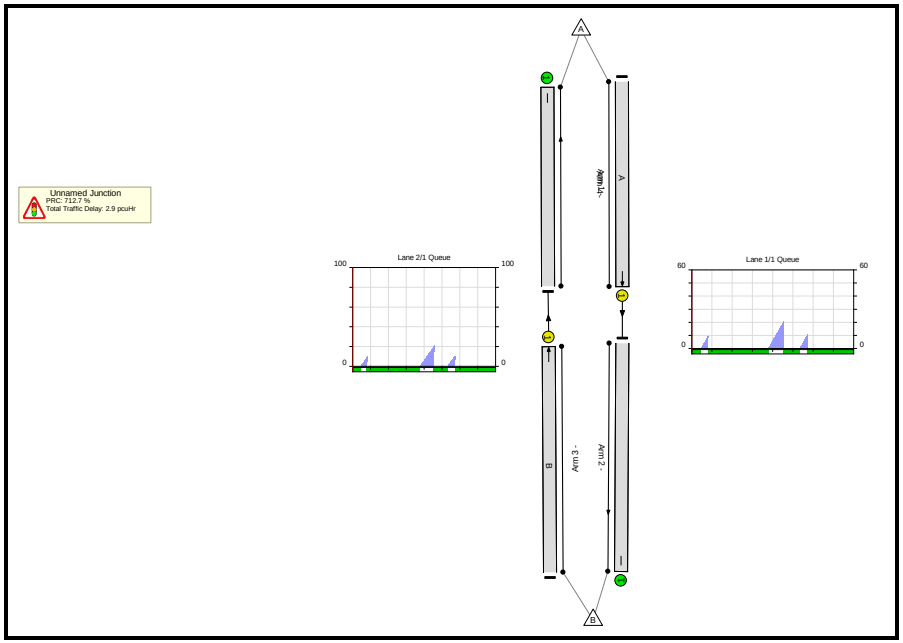
Stage Timings

Stage	1	2	1	2	1	2
Duration	1237	148	1346	326	368	169
Change Point	2570	209	357	1705	2031	2401

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**11.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**11.1%**
1/1	Ahead	U	N/A	N/A	A		3	2951	-	216	3600	2954	7.3%
2/1	Ahead	U	N/A	N/A	B		3	2951	-	209	2300	1887	11.1%
3/1		U	N/A	N/A	-		-	-	-	216	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	209	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: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**2.8**	**0.1**	**0.0**	**2.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**2.8**	**0.1**	**0.0**	**2.9**	**-**	**-**	**-**	**-**
1/1	216	216	-	-	-	1.4	0.0	-	1.4	24.0	20.8	0.0	20.9
2/1	209	209	-	-	-	1.4	0.1	-	1.5	25.2	20.8	0.1	20.9
3/1	216	216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

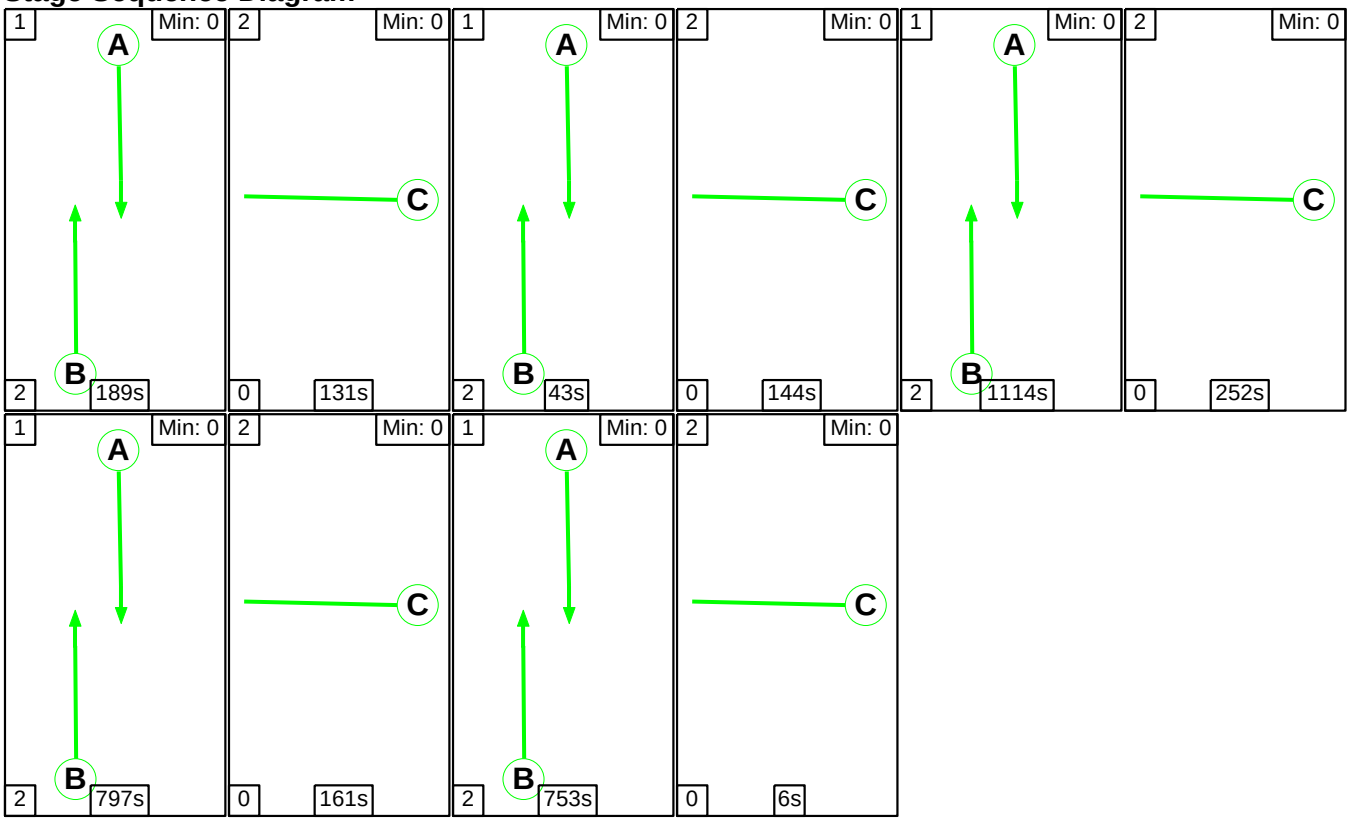
C1 PRC for Signalled Lanes (%): 712.7 Total Delay for Signalled Lanes (pcuHr): 2.90 Cycle Time (s): 3600

PRC Over All Lanes (%): 712.7 Total Delay Over All Lanes(pcuHr): 2.90

Full Input Data And Results

Scenario 6: 'Survey 1100-1200' (FG6: '1100-1200', Plan 2: '5 Trains/Hour')

Stage Sequence Diagram



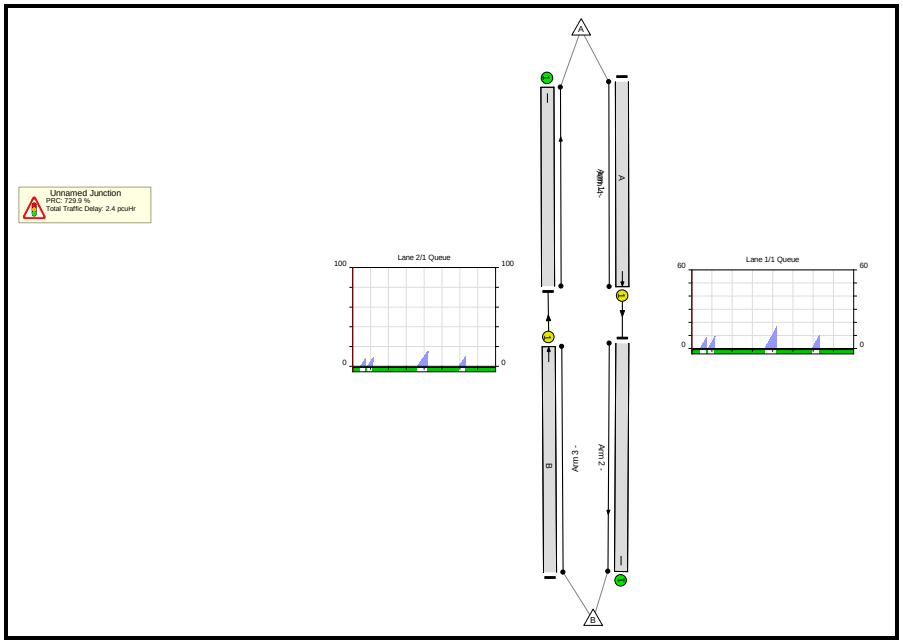
Stage Timings

Stage	1	2	1	2	1	2	1	2	1	2
Duration	189	131	43	144	1114	252	797	161	753	6
Change Point	0	191	322	367	511	1627	1879	2678	2839	3594

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**10.8%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**10.8%**
1/1	Ahead	U	N/A	N/A	A		5	2896	-	226	3600	2901	7.8%
2/1	Ahead	U	N/A	N/A	B		5	2896	-	201	2300	1853	10.8%
3/1		U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%

Full Input Data And Results

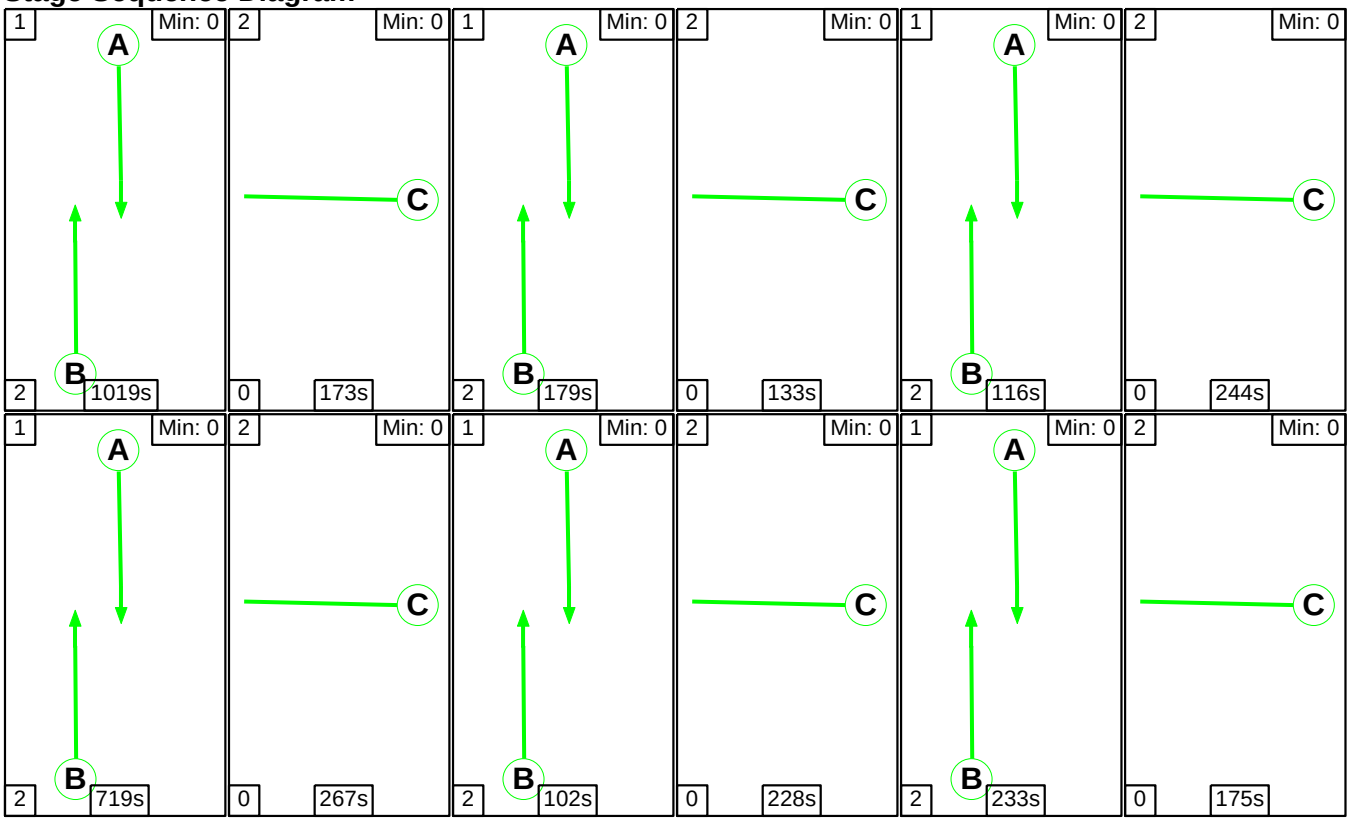
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**2.3**	**0.1**	**0.0**	**2.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**2.3**	**0.1**	**0.0**	**2.4**	**-**	**-**	**-**	**-**
1/1	226	226	-	-	-	1.2	0.0	-	1.2	19.8	16.9	0.0	16.9
2/1	201	201	-	-	-	1.1	0.1	-	1.2	20.7	15.5	0.1	15.5
3/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 729.9 Total Delay for Signalled Lanes (pcuHr): 2.40 Cycle Time (s): 3600
PRC Over All Lanes (%): 729.9 Total Delay Over All Lanes(pcuHr): 2.40

Full Input Data And Results

Scenario 7: 'Survey 1200-1300' (FG7: '1200-1300', Plan 4: '6 Trains/Hour')

Stage Sequence Diagram



Stage Timings

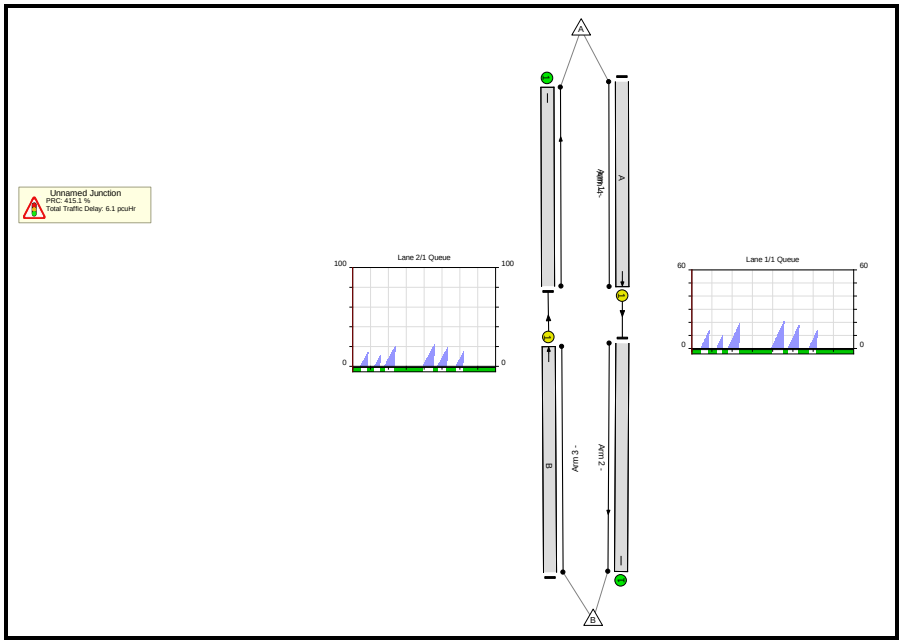
Stage	1	2	1	2	1	2	1	2	1	2
Duration	1019	173	179	133	116	244	719	267	102	228
Change Point	2779	200	373	554	687	805	1049	1770	2037	2141

Stage	1	2								
Duration	233	175								
Change Point	2369	2604								

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**17.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**17.5%**
1/1	Ahead	U	N/A	N/A	A		6	2368	-	263	3600	2374	11.1%
2/1	Ahead	U	N/A	N/A	B		6	2368	-	265	2300	1517	17.5%
3/1		U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	265	Inf	Inf	0.0%

Full Input Data And Results

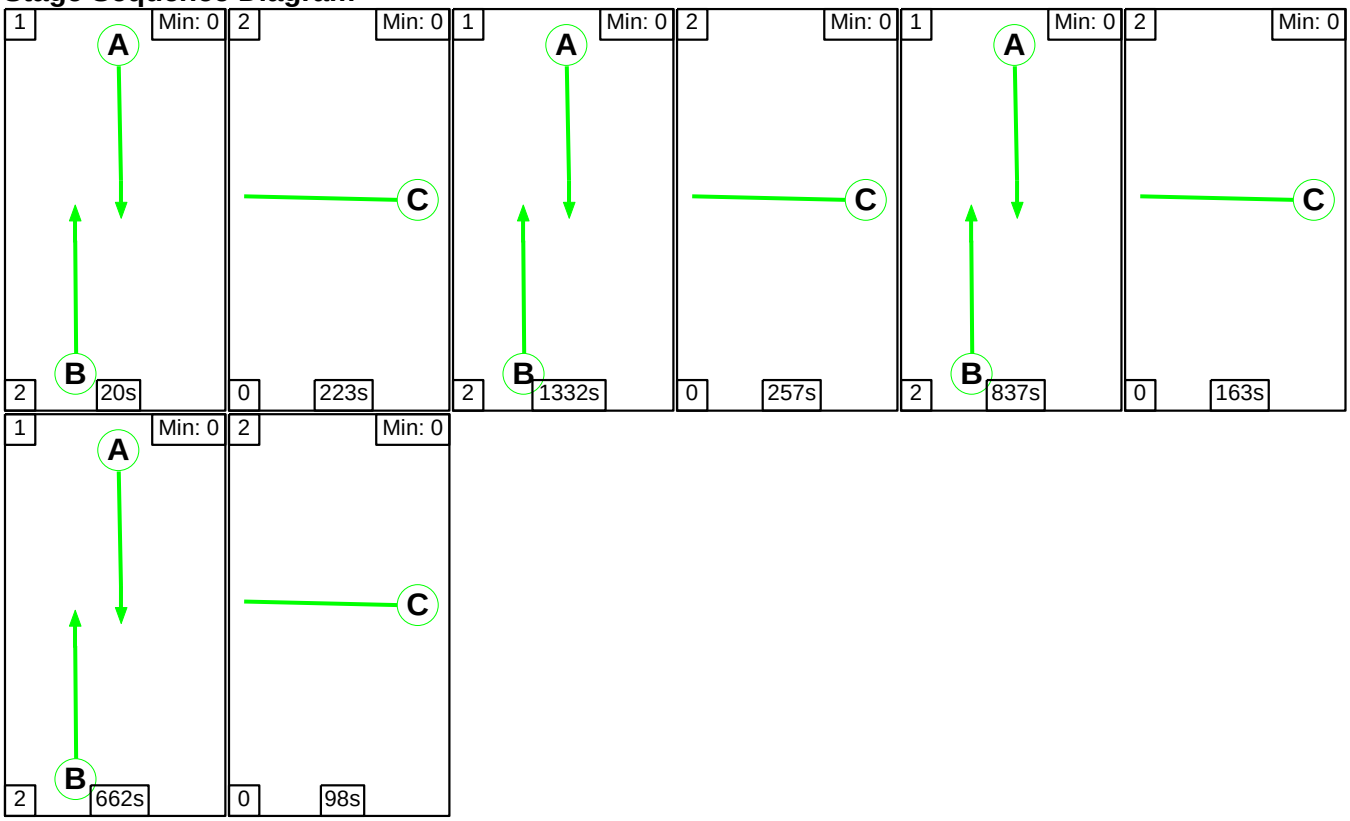
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**5.9**	**0.2**	**0.0**	**6.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**5.9**	**0.2**	**0.0**	**6.1**	**-**	**-**	**-**	**-**
1/1	263	263	-	-	-	2.9	0.1	-	2.9	40.3	21.1	0.1	21.2
2/1	265	265	-	-	-	3.0	0.1	-	3.2	42.8	22.2	0.1	22.3
3/1	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 415.1 Total Delay for Signalled Lanes (pcuHr): 6.10 Cycle Time (s): 3600
PRC Over All Lanes (%): 415.1 Total Delay Over All Lanes(pcuHr): 6.10

Full Input Data And Results

Scenario 8: 'Survey 1300-1400' (FG8: '1300-1400', Plan 1: '4 Trains/Hour')

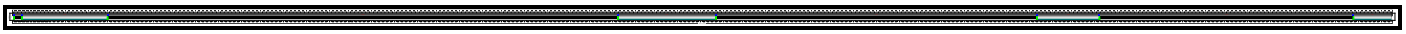
Stage Sequence Diagram



Stage Timings

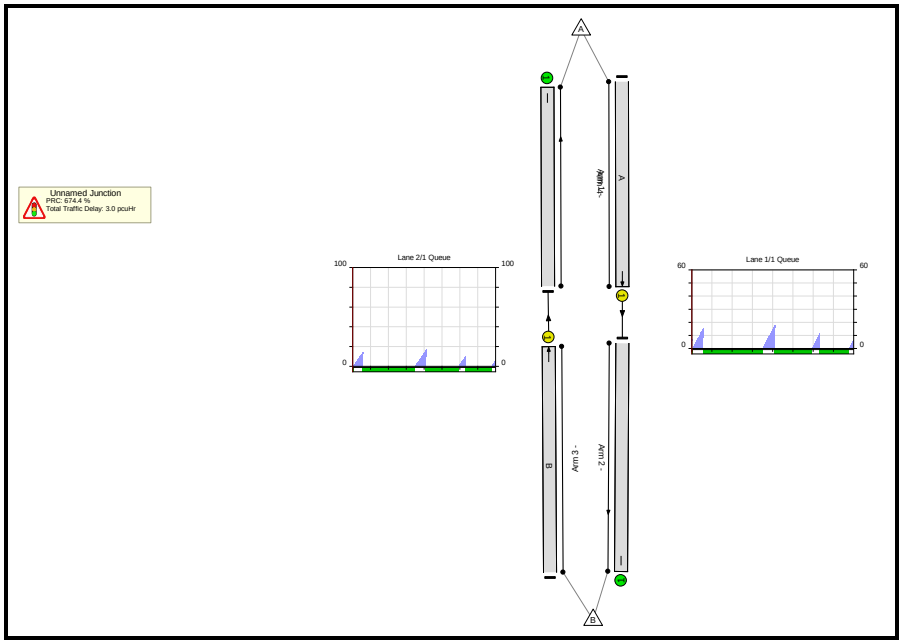
Stage	1	2	1	2	1	2	1	2
Duration	20	223	1332	257	837	163	662	98
Change Point	0	22	245	1579	1836	2675	2838	3502

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**11.6%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**11.6%**
1/1	Ahead	U	N/A	N/A	A		4	2851	-	237	3600	2855	8.3%
2/1	Ahead	U	N/A	N/A	B		4	2851	-	212	2300	1824	11.6%
3/1		U	N/A	N/A	-		-	-	-	237	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	212	Inf	Inf	0.0%

Full Input Data And Results

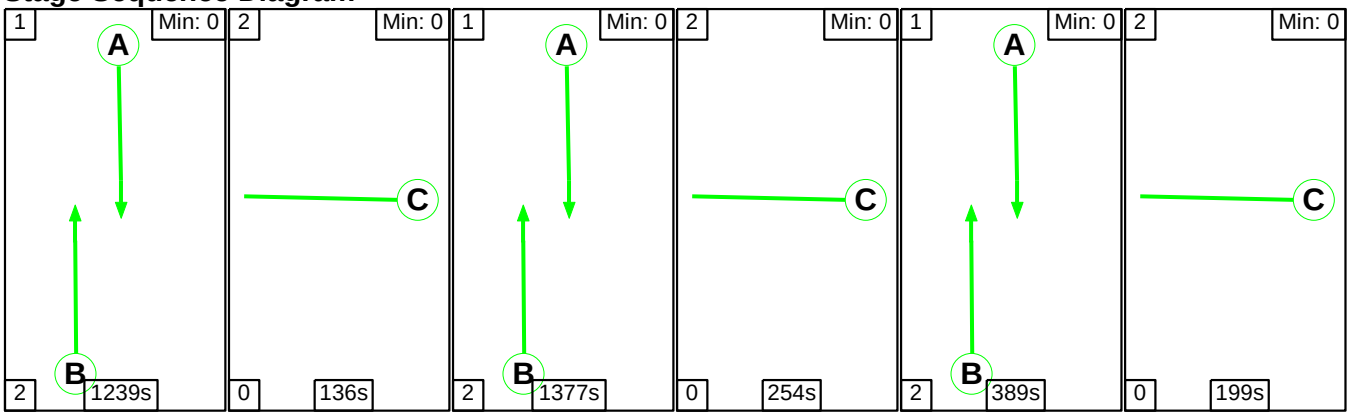
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**2.9**	**0.1**	**0.0**	**3.0**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**2.9**	**0.1**	**0.0**	**3.0**	**-**	**-**	**-**	**-**
1/1	237	237	-	-	-	1.5	0.0	-	1.5	23.5	18.2	0.0	18.2
2/1	212	212	-	-	-	1.4	0.1	-	1.4	24.6	16.7	0.1	16.8
3/1	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 674.4 Total Delay for Signalled Lanes (pcuHr): 3.00 Cycle Time (s): 3600
PRC Over All Lanes (%): 674.4 Total Delay Over All Lanes(pcuHr): 3.00

Full Input Data And Results

Scenario 9: 'Survey 1400-1500' (FG9: '1400-1500', Plan 3: '3 Trains/Hour')

Stage Sequence Diagram



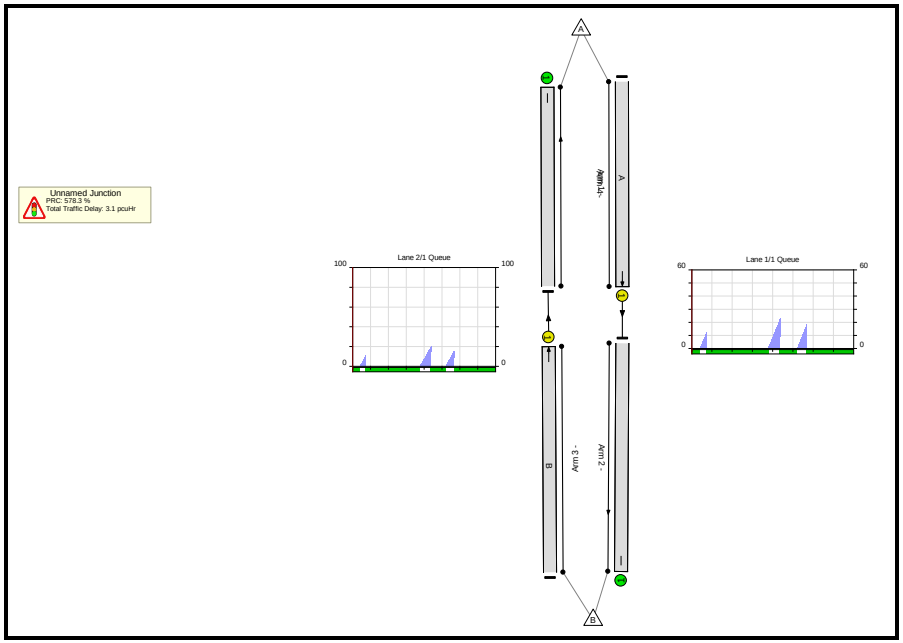
Stage Timings

Stage	1	2	1	2	1	2
Duration	1239	136	1377	254	389	199
Change Point	2545	186	322	1701	1955	2346

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**13.3%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**13.3%**
1/1	Ahead	U	N/A	N/A	A		3	3005	-	304	3600	3008	10.1%
2/1	Ahead	U	N/A	N/A	B		3	3005	-	255	2300	1922	13.3%
3/1		U	N/A	N/A	-		-	-	-	304	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%

Full Input Data And Results

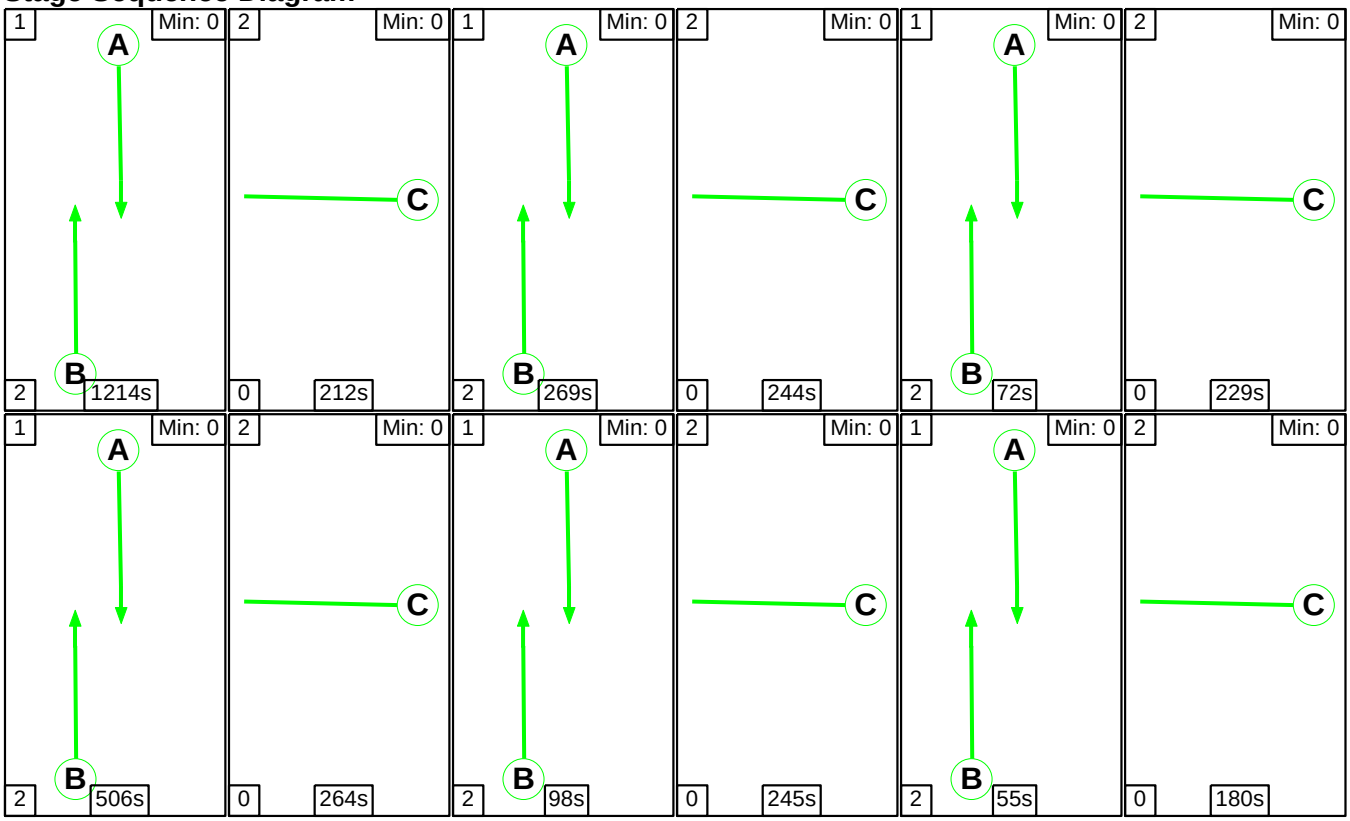
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**3.0**	**0.1**	**0.0**	**3.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**3.0**	**0.1**	**0.0**	**3.1**	**-**	**-**	**-**	**-**
1/1	304	304	-	-	-	1.6	0.1	-	1.6	19.4	23.5	0.1	23.5
2/1	255	255	-	-	-	1.4	0.1	-	1.4	20.4	20.3	0.1	20.3
3/1	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 578.3 Total Delay for Signalled Lanes (pcuHr): 3.09 Cycle Time (s): 3600
PRC Over All Lanes (%): 578.3 Total Delay Over All Lanes(pcuHr): 3.09

Full Input Data And Results

Scenario 10: 'Survey 1500-1600' (FG10: '1500-1600', Plan 4: '6 Trains/Hour')

Stage Sequence Diagram



Stage Timings

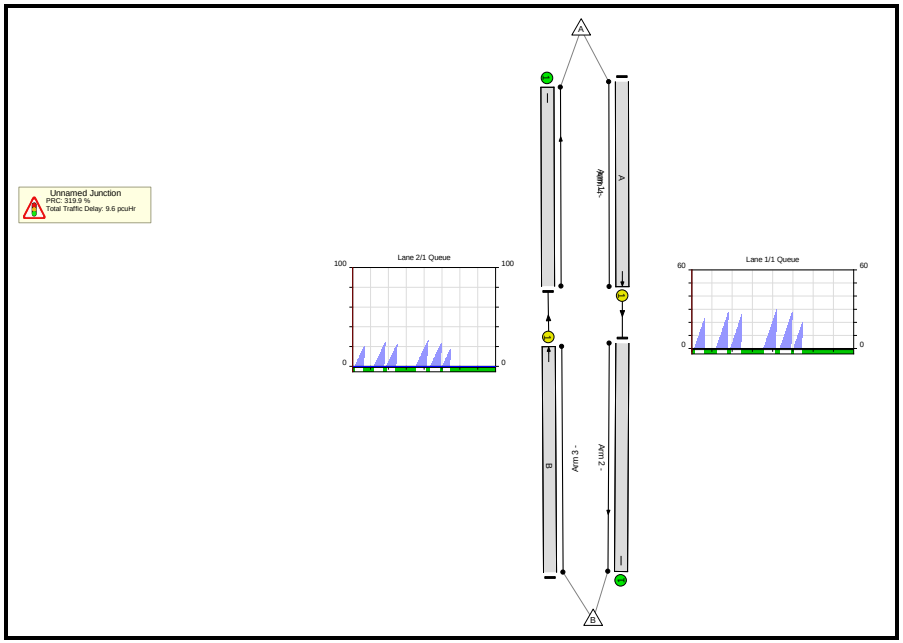
Stage	1	2	1	2	1	2	1	2	1	2
Duration	1214	212	269	244	72	229	506	264	98	245
Change Point	2445	61	273	544	788	862	1091	1599	1863	1963

Stage	1	2								
Duration	55	180								
Change Point	2208	2265								

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**21.4%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**21.4%**
1/1	Ahead	U	N/A	N/A	A		6	2214	-	364	3600	2220	16.4%
2/1	Ahead	U	N/A	N/A	B		6	2214	-	304	2300	1418	21.4%
3/1		U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	304	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**9.4**	**0.2**	**0.0**	**9.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**9.4**	**0.2**	**0.0**	**9.6**	**-**	**-**	**-**	**-**
1/1	364	364	-	-	-	5.0	0.1	-	5.1	50.7	29.7	0.1	29.8
2/1	304	304	-	-	-	4.3	0.1	-	4.5	53.1	25.8	0.1	25.9
3/1	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

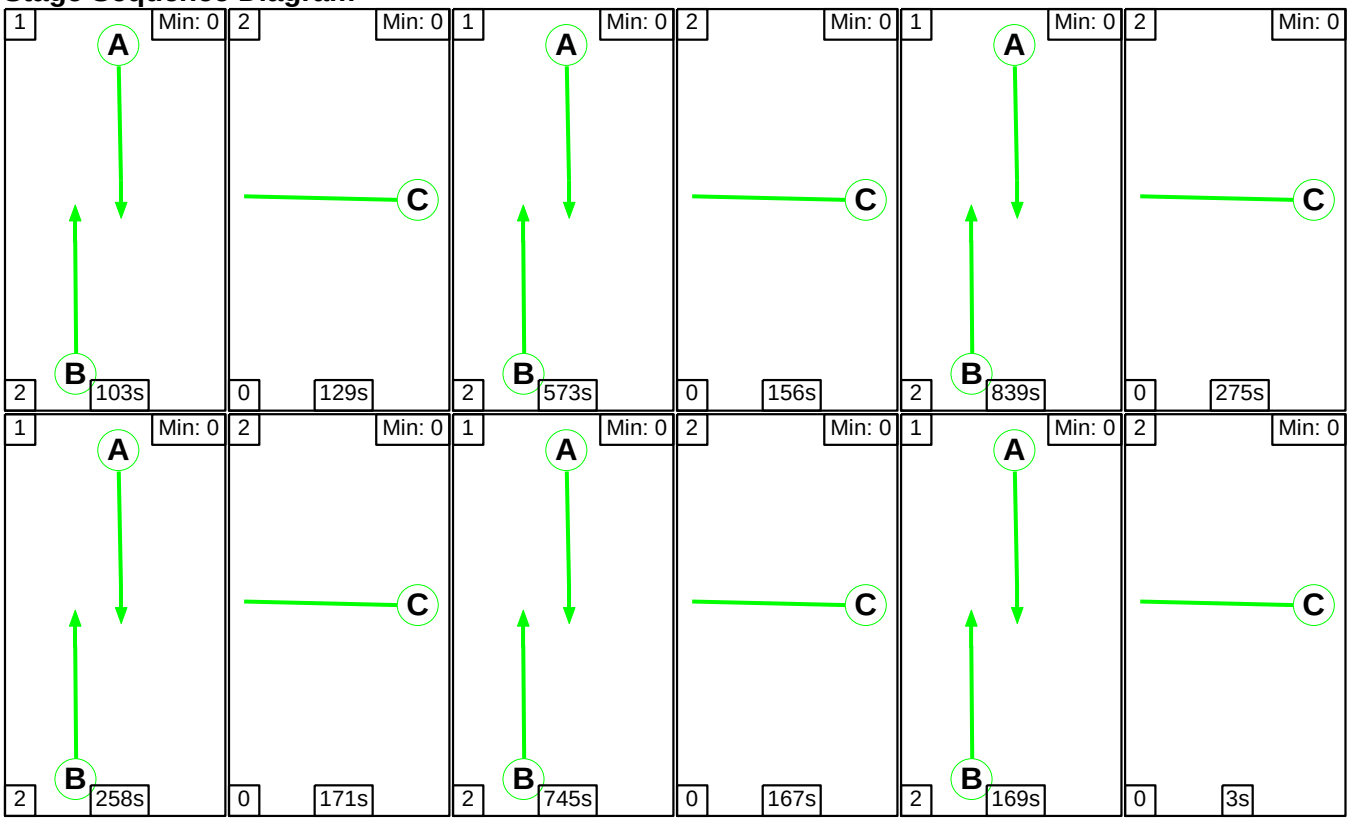
C1 PRC for Signalled Lanes (%): 319.9 Total Delay for Signalled Lanes (pcuHr): 9.61 Cycle Time (s): 3600

PRC Over All Lanes (%): 319.9 Total Delay Over All Lanes(pcuHr): 9.61

Full Input Data And Results

Scenario 11: 'Survey 1600-1700' (FG11: '1600-1700', Plan 4: '6 Trains/Hour')

Stage Sequence Diagram



Stage Timings

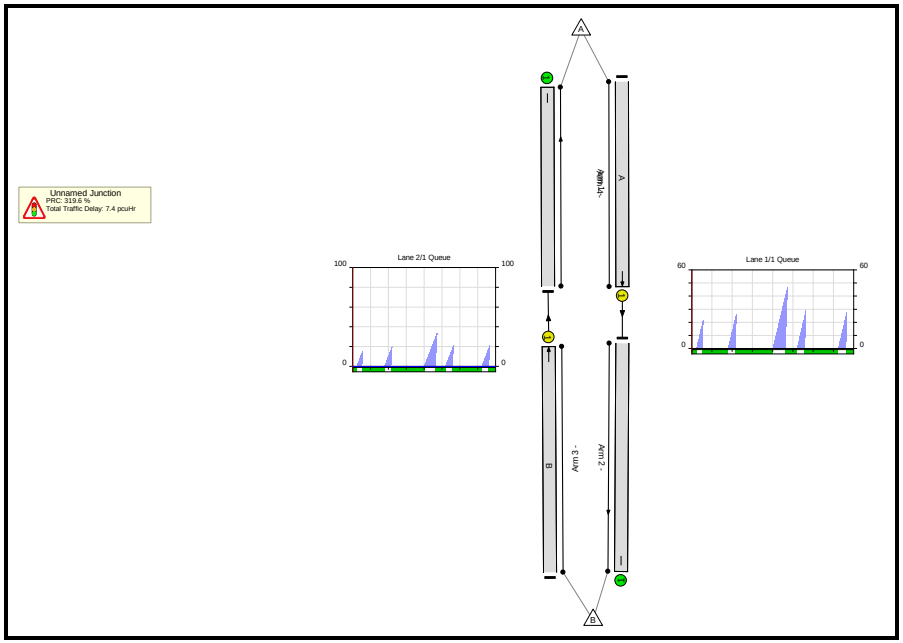
Stage	1	2	1	2	1	2	1	2	1	2
Duration	103	129	573	156	839	275	258	171	745	167
Change Point	1	106	235	810	966	1807	2082	2342	2513	3260

Stage	1	2								
Duration	169	3								
Change Point	3427	3598								

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**21.4%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**21.4%**
1/1	Ahead	U	N/A	N/A	A		6	2687	-	521	3600	2693	19.3%
2/1	Ahead	U	N/A	N/A	B		6	2687	-	369	2300	1721	21.4%
3/1		U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%

Full Input Data And Results

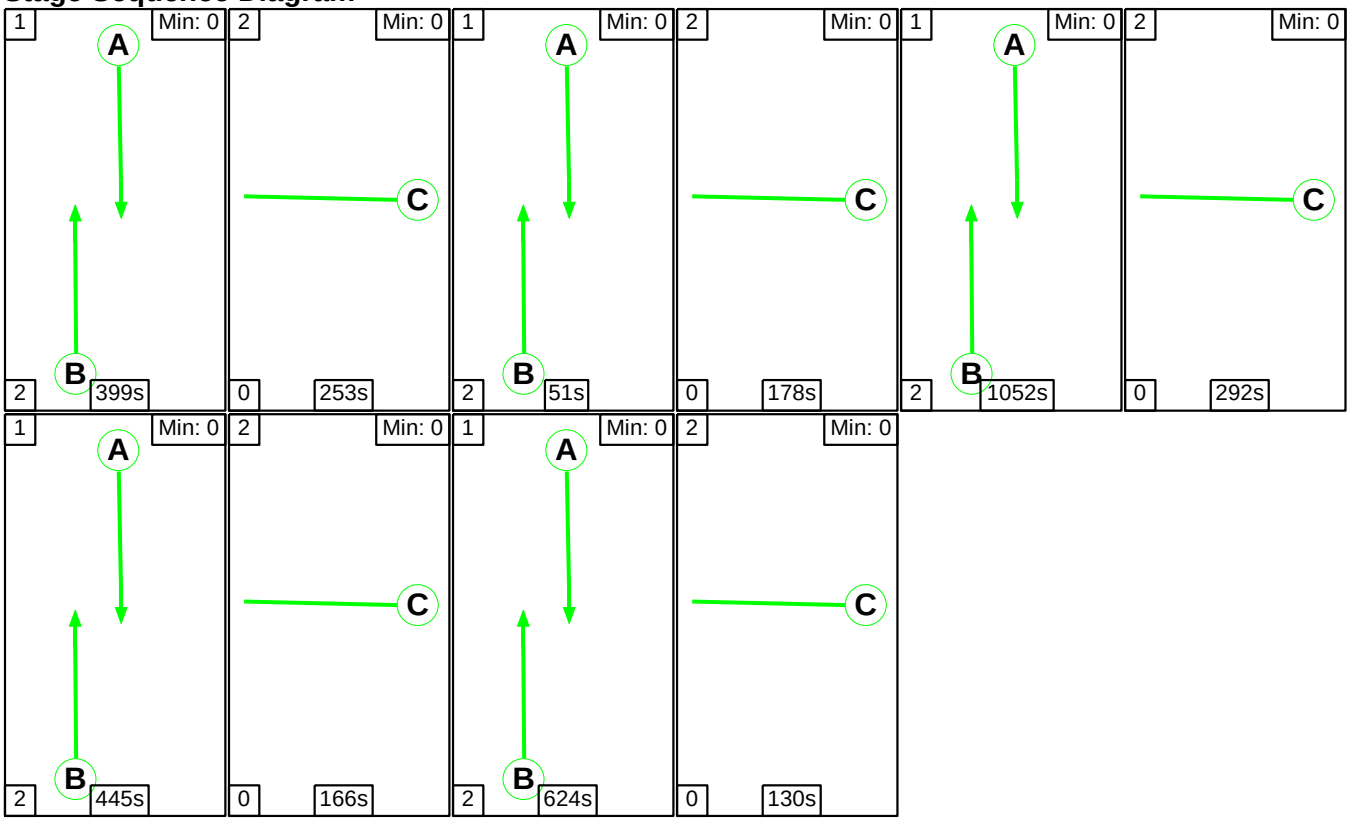
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**7.1**	**0.3**	**0.0**	**7.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**7.1**	**0.3**	**0.0**	**7.4**	**-**	**-**	**-**	**-**
1/1	521	521	-	-	-	4.1	0.1	-	4.2	29.3	46.6	0.1	46.7
2/1	369	369	-	-	-	3.0	0.1	-	3.1	30.4	33.6	0.1	33.8
3/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 319.6 Total Delay for Signalled Lanes (pcuHr): 7.36 Cycle Time (s): 3600
PRC Over All Lanes (%): 319.6 Total Delay Over All Lanes(pcuHr): 7.36

Full Input Data And Results

Scenario 12: 'Survey 1700-1800' (FG12: '1700-1800', Plan 2: '5 Trains/Hour')

Stage Sequence Diagram



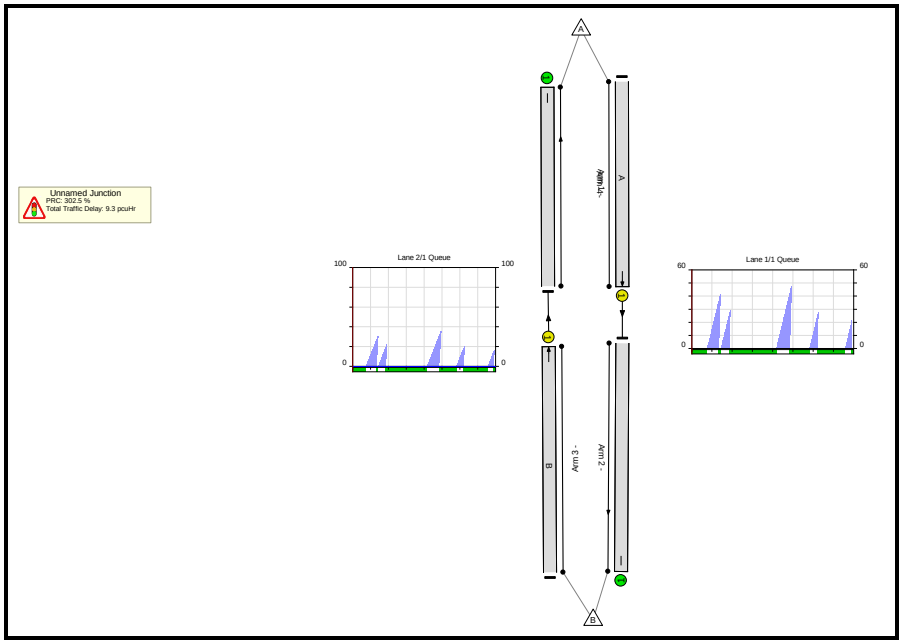
Stage Timings

Stage	1	2	1	2	1	2	1	2	1	2
Duration	399	253	51	178	1052	292	445	166	624	130
Change Point	3545	346	599	652	830	1884	2176	2623	2789	3415

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**22.4%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**22.4%**
1/1	Ahead	U	N/A	N/A	A		5	2571	-	509	3600	2576	19.8%
2/1	Ahead	U	N/A	N/A	B		5	2571	-	368	2300	1646	22.4%
3/1		U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	368	Inf	Inf	0.0%

Full Input Data And Results

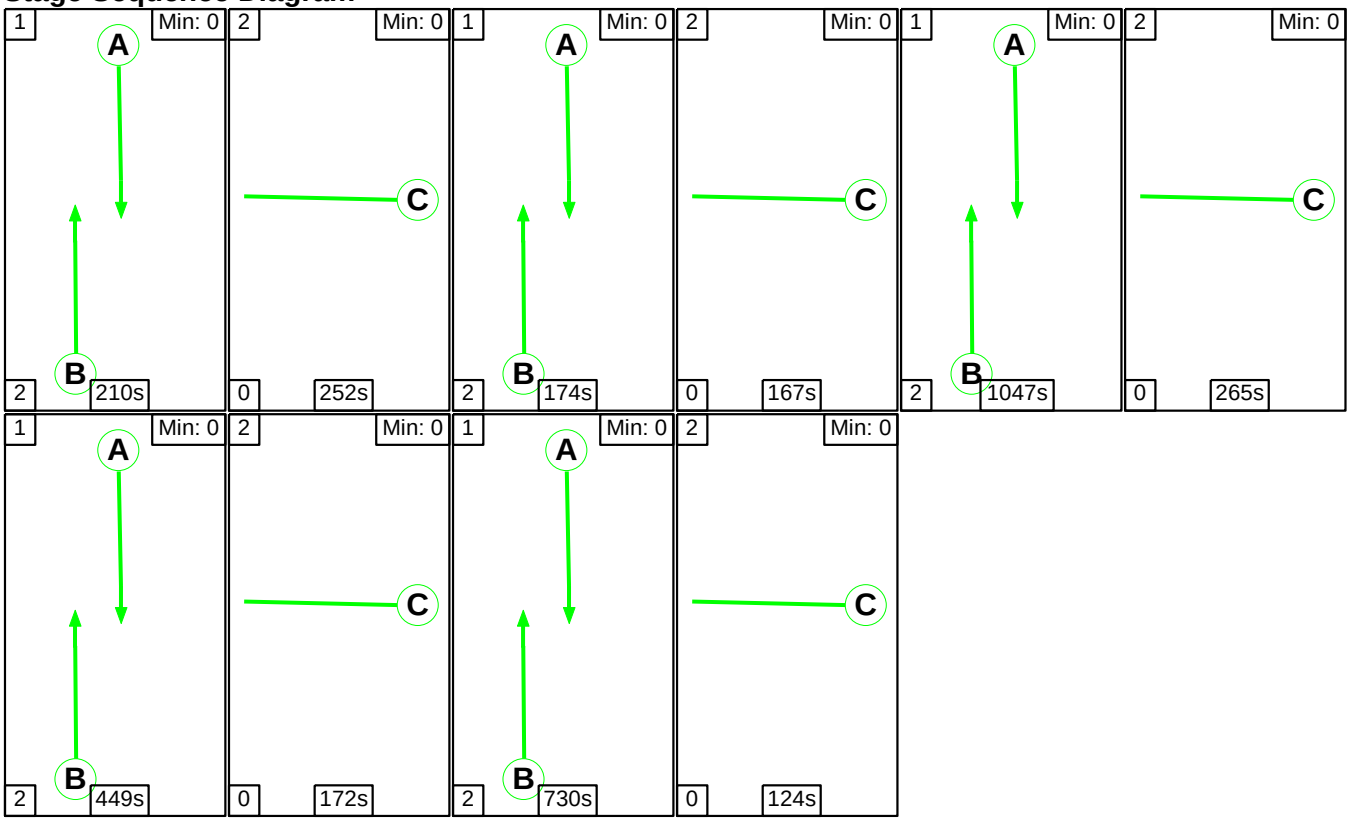
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**9.0**	**0.3**	**0.0**	**9.3**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**9.0**	**0.3**	**0.0**	**9.3**	**-**	**-**	**-**	**-**
1/1	509	509	-	-	-	5.2	0.1	-	5.3	37.7	48.2	0.1	48.3
2/1	368	368	-	-	-	3.8	0.1	-	4.0	39.0	35.6	0.1	35.7
3/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 302.5 Total Delay for Signalled Lanes (pcuHr): 9.31 Cycle Time (s): 3600
PRC Over All Lanes (%): 302.5 Total Delay Over All Lanes(pcuHr): 9.31

Full Input Data And Results

Scenario 13: 'Survey 1800-1900' (FG13: '1800-1900', Plan 2: '5 Trains/Hour')

Stage Sequence Diagram



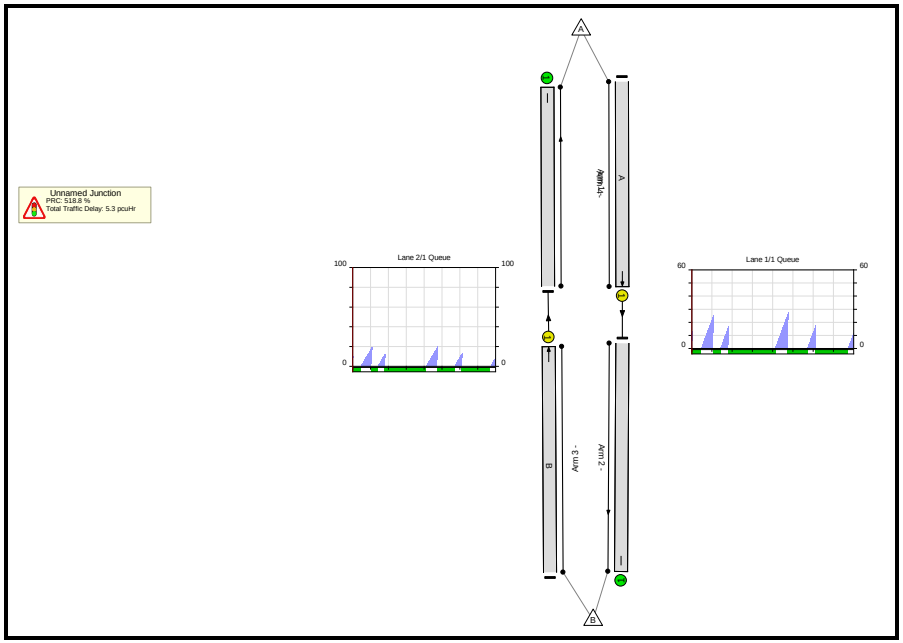
Stage Timings

Stage	1	2	1	2	1	2	1	2	1	2
Duration	210	252	174	167	1047	265	449	172	730	124
Change Point	0	212	464	640	807	1856	2121	2572	2744	3476

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**14.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**14.5%**
1/1	Ahead	U	N/A	N/A	A		5	2610	-	334	3600	2615	12.8%
2/1	Ahead	U	N/A	N/A	B		5	2610	-	243	2300	1671	14.5%
3/1		U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%

Full Input Data And Results

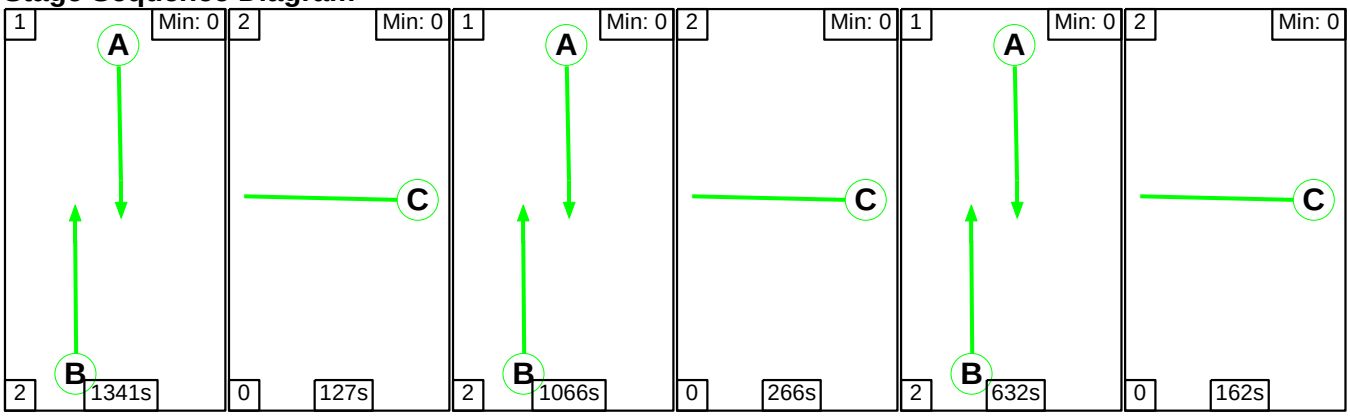
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**5.1**	**0.2**	**0.0**	**5.3**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**5.1**	**0.2**	**0.0**	**5.3**	**-**	**-**	**-**	**-**
1/1	334	334	-	-	-	3.0	0.1	-	3.0	32.7	27.2	0.1	27.3
2/1	243	243	-	-	-	2.2	0.1	-	2.3	33.6	20.0	0.1	20.1
3/1	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 518.8 Total Delay for Signalled Lanes (pcuHr): 5.31 Cycle Time (s): 3600
PRC Over All Lanes (%): 518.8 Total Delay Over All Lanes(pcuHr): 5.31

Full Input Data And Results

Scenario 14: 'Survey 1900-2000' (FG14: '1900-2000', Plan 3: '3 Trains/Hour')

Stage Sequence Diagram



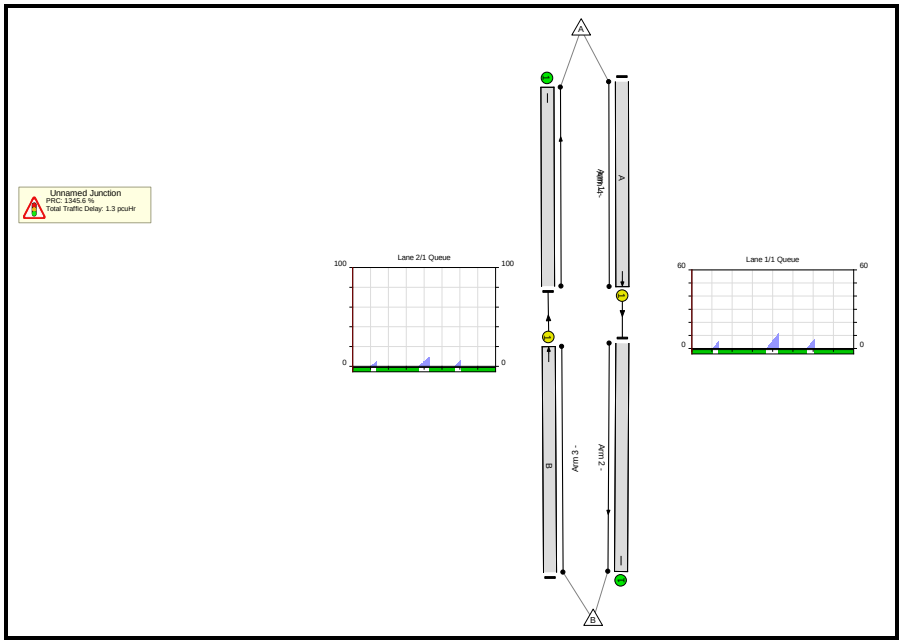
Stage Timings

Stage	1	2	1	2	1	2
Duration	1341	127	1066	266	632	162
Change Point	2725	468	595	1663	1929	2563

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**6.2%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**6.2%**
1/1	Ahead	U	N/A	N/A	A		3	3039	-	152	3600	3042	5.0%
2/1	Ahead	U	N/A	N/A	B		3	3039	-	121	2300	1943	6.2%
3/1		U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	121	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: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**1.3**	**0.1**	**0.0**	**1.3**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**1.3**	**0.1**	**0.0**	**1.3**	**-**	**-**	**-**	**-**
1/1	152	152	-	-	-	0.7	0.0	-	0.7	17.2	11.7	0.0	11.8
2/1	121	121	-	-	-	0.6	0.0	-	0.6	17.7	9.4	0.0	9.5
3/1	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	121	121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

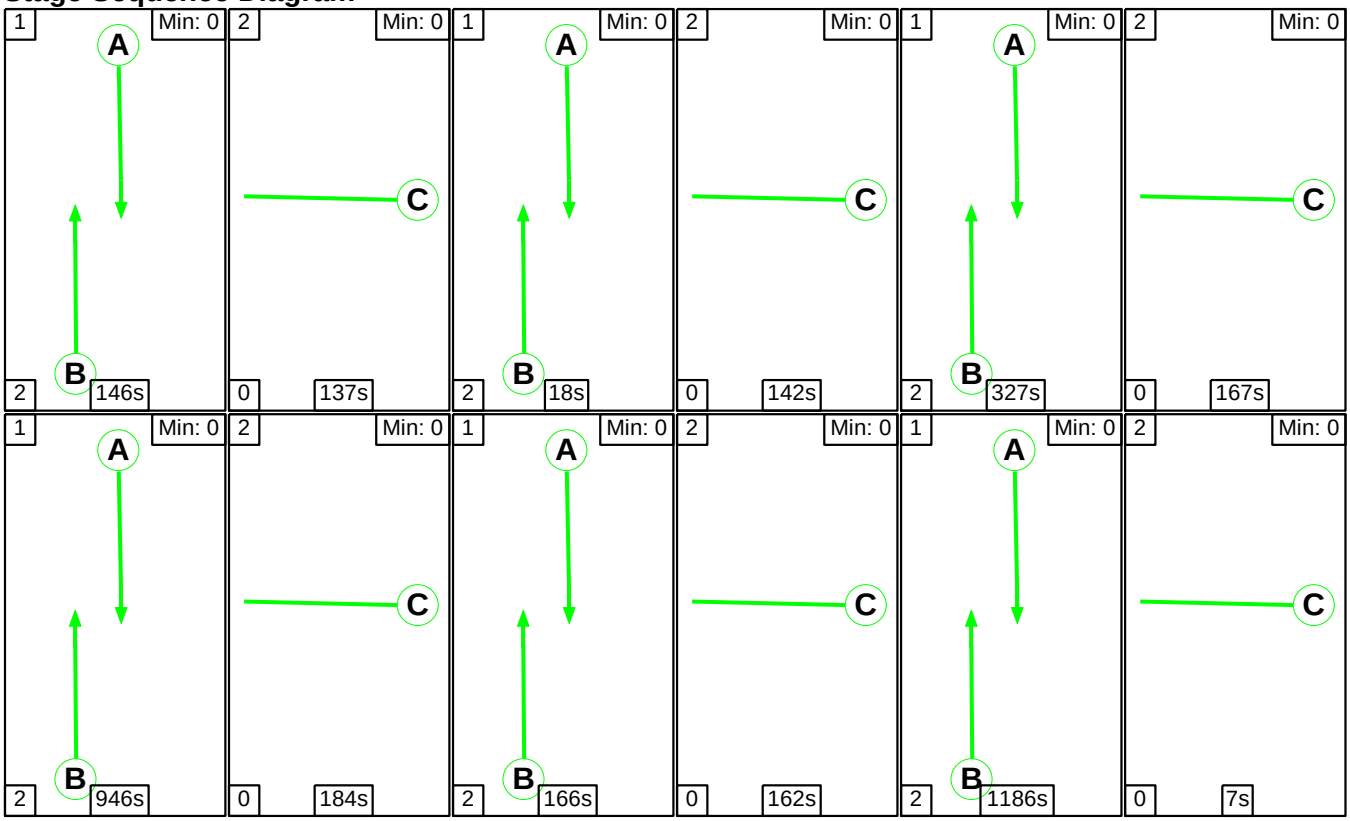
C1 PRC for Signalled Lanes (%): 1345.6 Total Delay for Signalled Lanes (pcuHr): 1.32 Cycle Time (s): 3600

PRC Over All Lanes (%): 1345.6 Total Delay Over All Lanes(pcuHr): 1.32

Full Input Data And Results

Scenario 15: 'Survey 2000-2100' (FG15: '2000-2100', Plan 4: '6 Trains/Hour')

Stage Sequence Diagram



Stage Timings

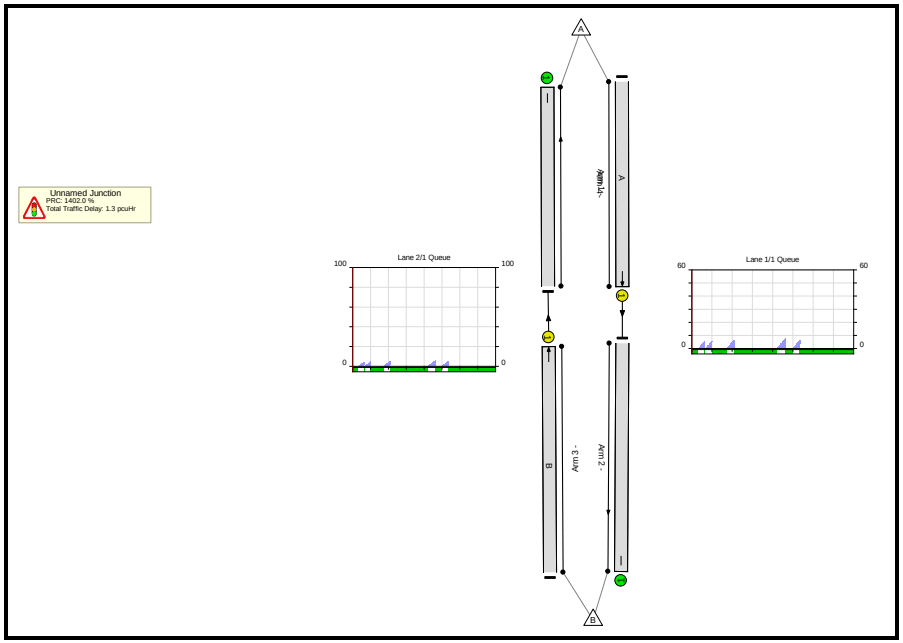
Stage	1	2	1	2	1	2	1	2	1	2
Duration	146	137	18	142	327	167	946	184	166	162
Change Point	0	148	285	305	447	776	943	1891	2075	2243

Stage	1	2								
Duration	1186	7								
Change Point	2405	3593								

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**6.0%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**6.0%**
1/1	Ahead	U	N/A	N/A	A		6	2789	-	139	3600	2795	5.0%
2/1	Ahead	U	N/A	N/A	B		6	2789	-	107	2300	1786	6.0%
3/1		U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	107	Inf	Inf	0.0%

Full Input Data And Results

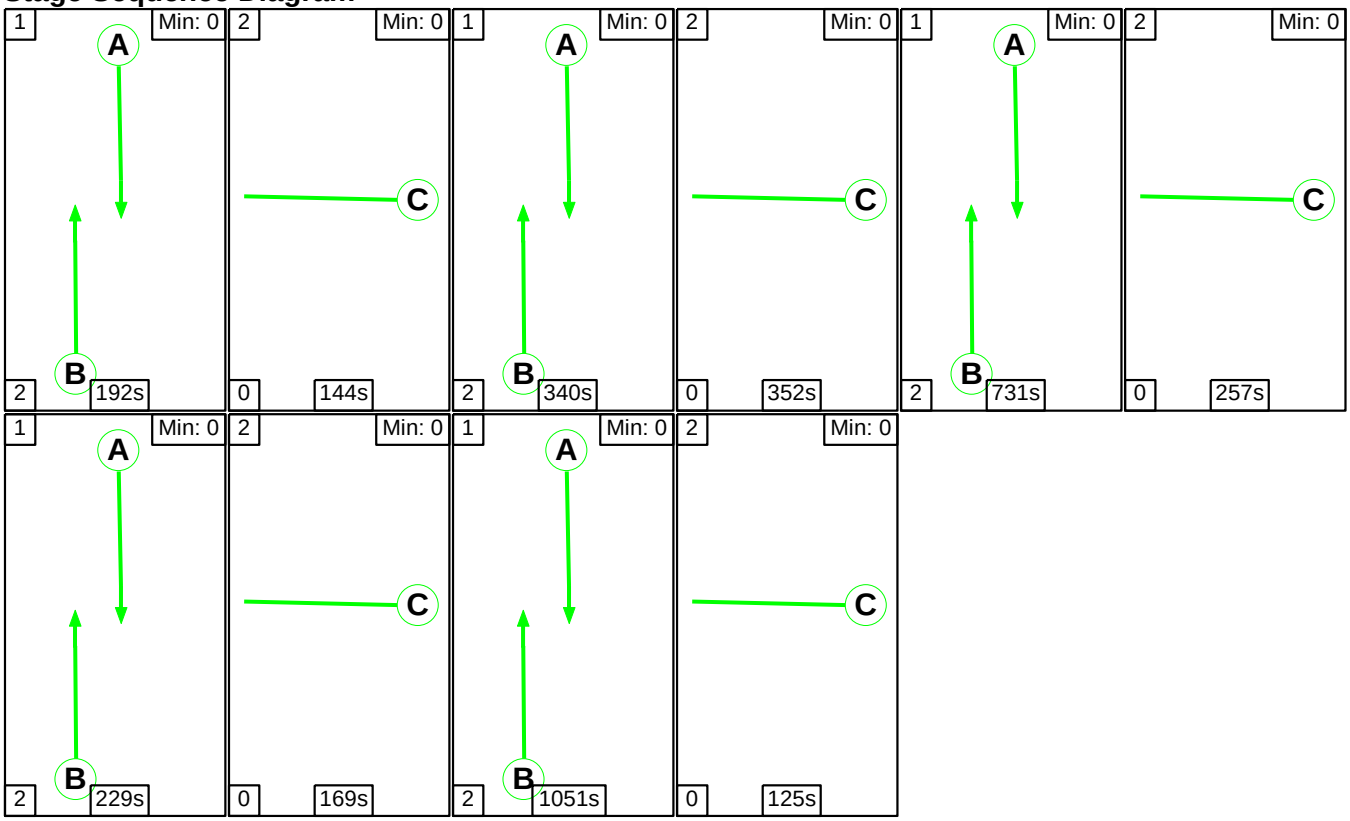
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**1.3**	**0.1**	**0.0**	**1.3**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**1.3**	**0.1**	**0.0**	**1.3**	**-**	**-**	**-**	**-**
1/1	139	139	-	-	-	0.7	0.0	-	0.7	19.3	7.4	0.0	7.4
2/1	107	107	-	-	-	0.6	0.0	-	0.6	19.8	5.8	0.0	5.8
3/1	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1402.0 Total Delay for Signalled Lanes (pcuHr): 1.33 Cycle Time (s): 3600
PRC Over All Lanes (%): 1402.0 Total Delay Over All Lanes(pcuHr): 1.33

Full Input Data And Results

Scenario 16: 'Survey 2100-2200' (FG16: '2100-2200', Plan 2: '5 Trains/Hour')

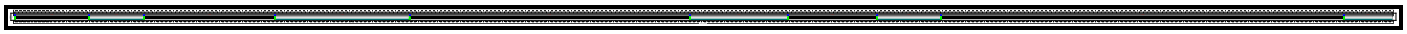
Stage Sequence Diagram



Stage Timings

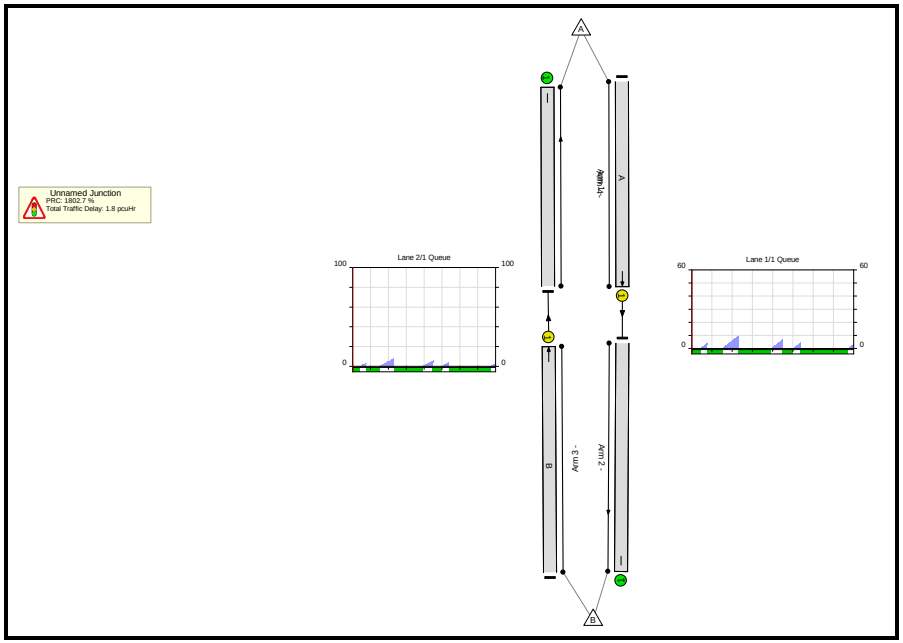
Stage	1	2	1	2	1	2	1	2	1	2
Duration	192	144	340	352	731	257	229	169	1051	125
Change Point	0	194	338	680	1032	1765	2022	2253	2422	3475

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**4.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**4.7%**
1/1	Ahead	U	N/A	N/A	A		5	2543	-	96	3600	2548	3.8%
2/1	Ahead	U	N/A	N/A	B		5	2543	-	77	2300	1628	4.7%
3/1		U	N/A	N/A	-		-	-	-	96	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	77	Inf	Inf	0.0%

Full Input Data And Results

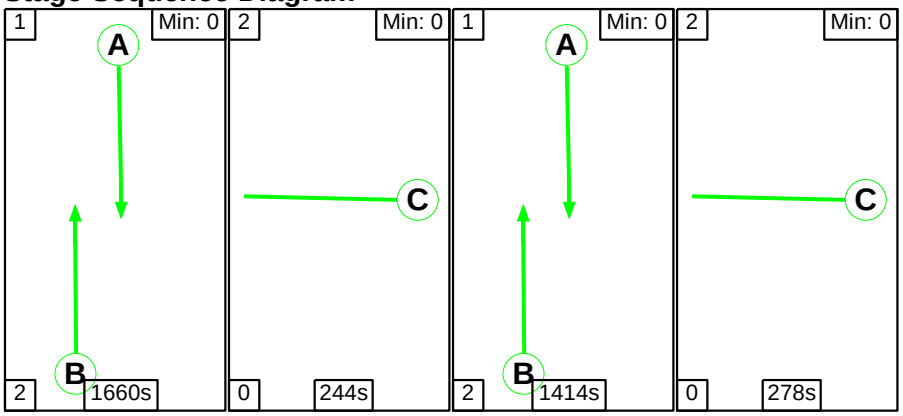
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**1.8**	**0.0**	**0.0**	**1.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**1.8**	**0.0**	**0.0**	**1.8**	**-**	**-**	**-**	**-**
1/1	96	96	-	-	-	1.0	0.0	-	1.0	37.4	9.7	0.0	9.7
2/1	77	77	-	-	-	0.8	0.0	-	0.8	38.1	7.8	0.0	7.8
3/1	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	77	77	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1802.7 Total Delay for Signalled Lanes (pcuHr): 1.81 Cycle Time (s): 3600
PRC Over All Lanes (%): 1802.7 Total Delay Over All Lanes(pcuHr): 1.81

Full Input Data And Results

Scenario 17: 'Survey 2200-2300' (FG17: '2200-2300', Plan 5: '2 Trains/Hour')

Stage Sequence Diagram



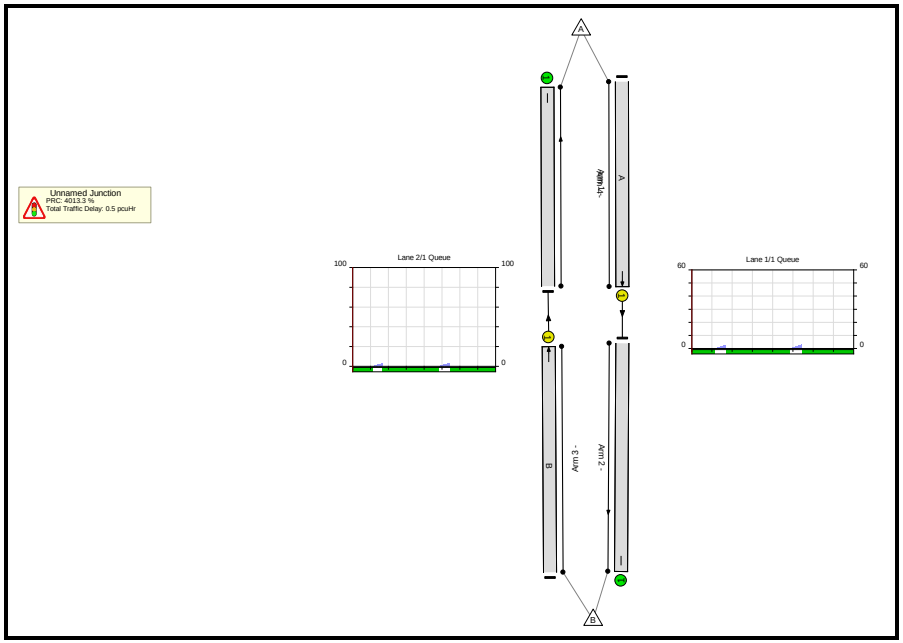
Stage Timings

Stage	1	2	1	2
Duration	1660	244	1414	278
Change Point	2449	511	755	2171

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**2.2%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**2.2%**
1/1	Ahead	U	N/A	N/A	A		2	3074	-	38	3600	3076	1.2%
2/1	Ahead	U	N/A	N/A	B		2	3074	-	43	2300	1965	2.2%
3/1		U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	43	Inf	Inf	0.0%

Full Input Data And Results

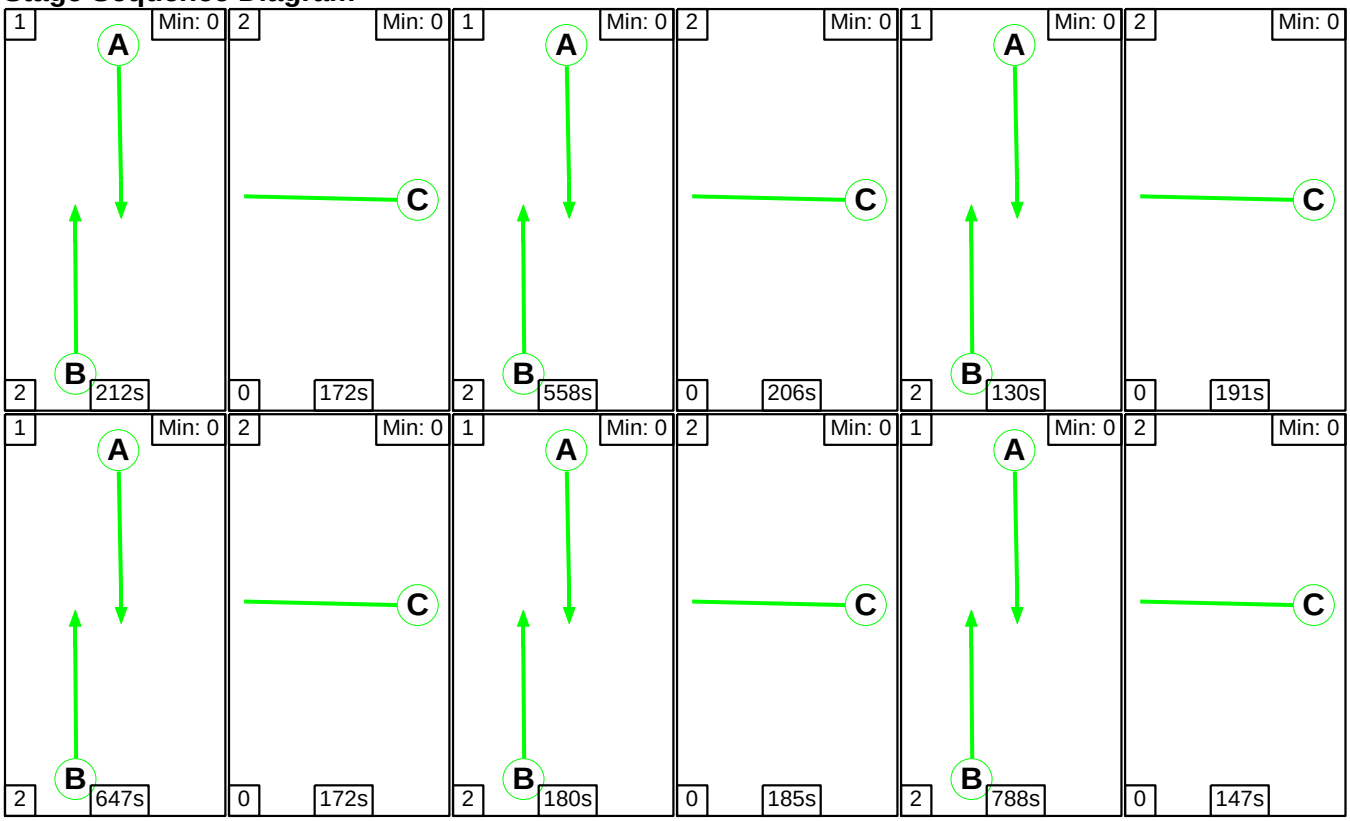
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**0.4**	**0.0**	**0.0**	**0.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**0.4**	**0.0**	**0.0**	**0.5**	**-**	**-**	**-**	**-**
1/1	38	38	-	-	-	0.2	0.0	-	0.2	19.9	3.0	0.0	3.0
2/1	43	43	-	-	-	0.2	0.0	-	0.2	20.5	3.4	0.0	3.4
3/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 4013.3 Total Delay for Signalled Lanes (pcuHr): 0.45 Cycle Time (s): 3600
PRC Over All Lanes (%): 4013.3 Total Delay Over All Lanes(pcuHr): 0.45

Full Input Data And Results

Scenario 18: '2036 WoD 0600-0700' (FG18: '2036 WoD 0600-0700', Plan 4: '6 Trains/Hour')

Stage Sequence Diagram



Stage Timings

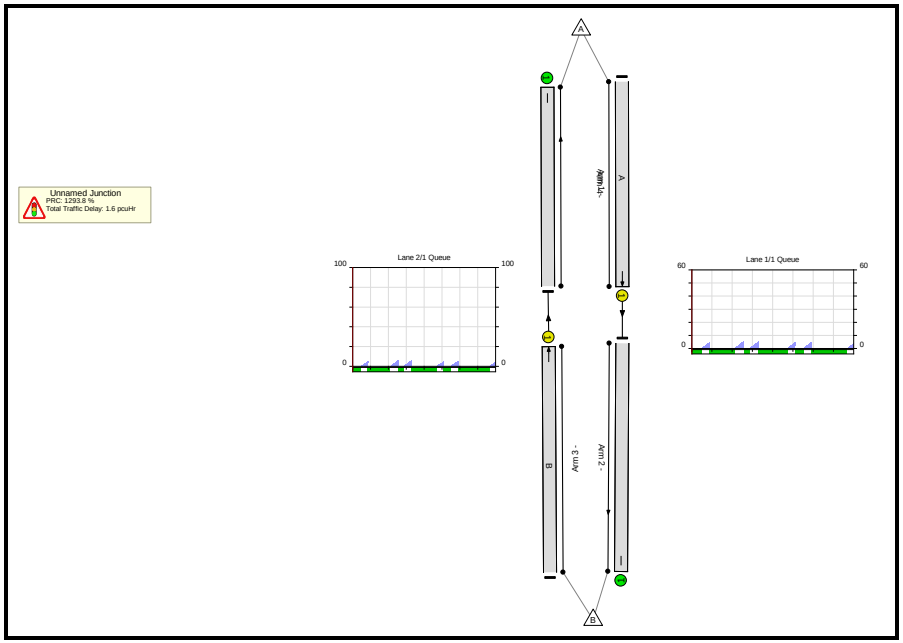
Stage	1	2	1	2	1	2	1	2	1	2
Duration	212	172	558	206	130	191	647	172	180	185
Change Point	0	214	386	946	1152	1284	1475	2124	2296	2478

Stage	1	2								
Duration	788	147								
Change Point	2663	3453								

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**6.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**6.5%**
1/1	Ahead	U	N/A	N/A	A		6	2515	-	94	3600	2521	3.7%
2/1	Ahead	U	N/A	N/A	B		6	2515	-	104	2300	1611	6.5%
3/1		U	N/A	N/A	-		-	-	-	94	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	104	Inf	Inf	0.0%

Full Input Data And Results

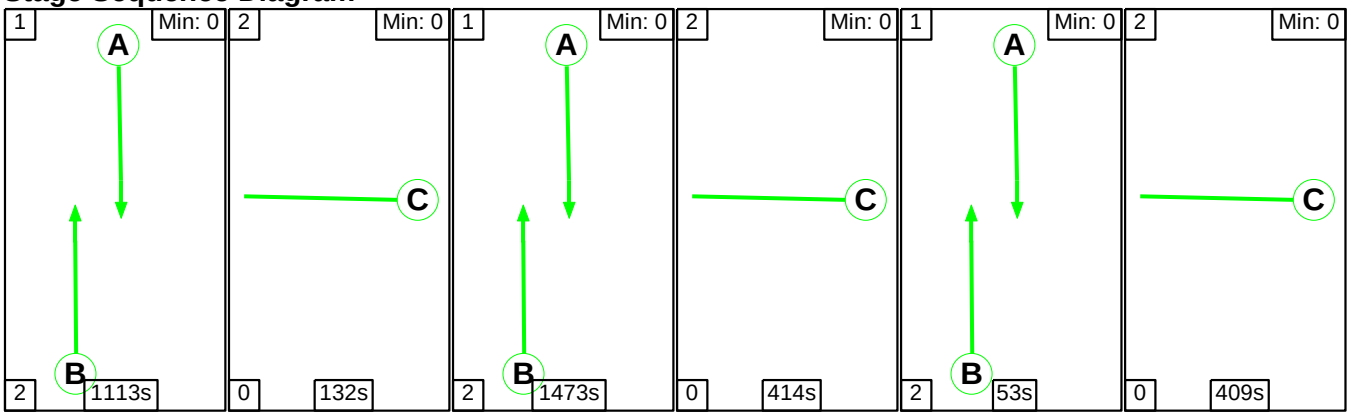
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**1.6**	**0.1**	**0.0**	**1.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**1.6**	**0.1**	**0.0**	**1.6**	**-**	**-**	**-**	**-**
1/1	94	94	-	-	-	0.7	0.0	-	0.7	28.7	5.5	0.0	5.6
2/1	104	104	-	-	-	0.8	0.0	-	0.9	29.7	6.2	0.0	6.3
3/1	94	94	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	104	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1293.8 Total Delay for Signalled Lanes (pcuHr): 1.61 Cycle Time (s): 3600
PRC Over All Lanes (%): 1293.8 Total Delay Over All Lanes(pcuHr): 1.61

Full Input Data And Results

Scenario 19: '2036 WoD 0700-0800' (FG19: '2036 WoD 0700-0800', Plan 3: '3 Trains/Hour')

Stage Sequence Diagram



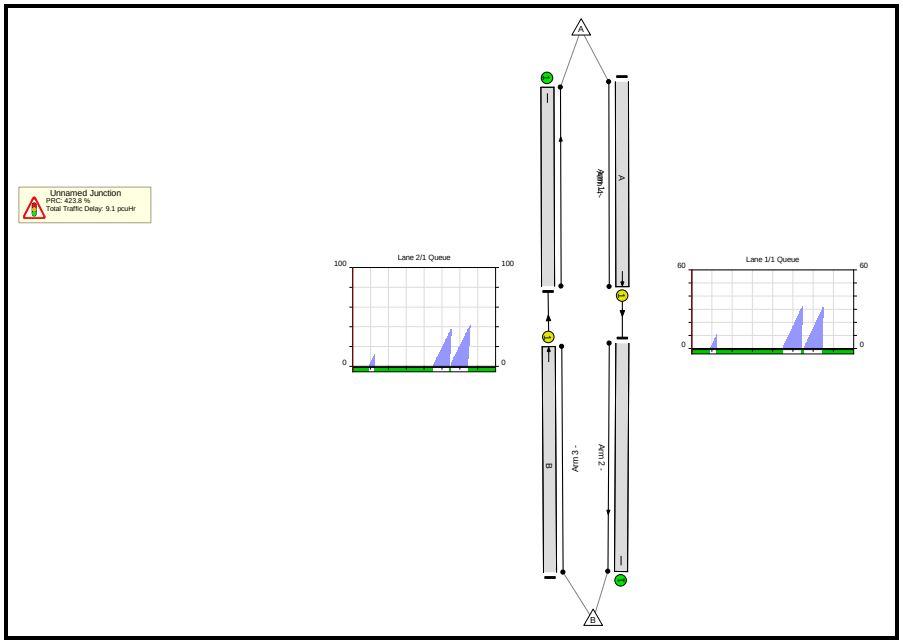
Stage Timings

Stage	1	2	1	2	1	2
Duration	1113	132	1473	414	53	409
Change Point	2899	414	546	2021	2435	2490

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**17.2%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**17.2%**
1/1	Ahead	U	N/A	N/A	A		3	2639	-	262	3600	2642	9.9%
2/1	Ahead	U	N/A	N/A	B		3	2639	-	290	2300	1688	17.2%
3/1		U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%

Full Input Data And Results

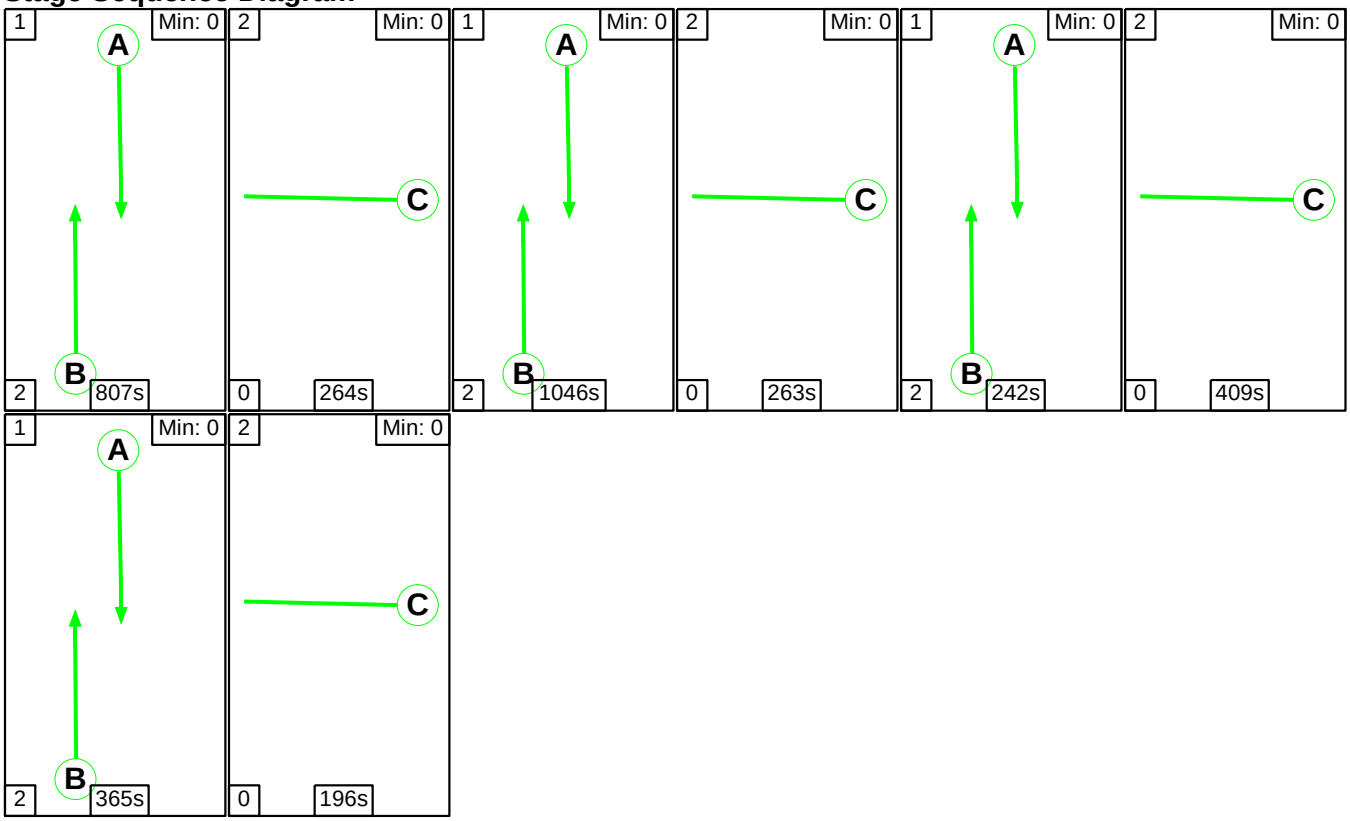
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**8.9**	**0.2**	**0.0**	**9.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**8.9**	**0.2**	**0.0**	**9.1**	**-**	**-**	**-**	**-**
1/1	262	262	-	-	-	3.9	0.1	-	4.0	54.4	32.5	0.1	32.6
2/1	290	290	-	-	-	5.0	0.1	-	5.1	63.5	41.5	0.1	41.6
3/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 423.8 Total Delay for Signalled Lanes (pcuHr): 9.07 Cycle Time (s): 3600
PRC Over All Lanes (%): 423.8 Total Delay Over All Lanes(pcuHr): 9.07

Full Input Data And Results

Scenario 20: '2036 WoD 0800-0900' (FG20: '2036 WoD 0800-0900', Plan 1: '4 Trains/Hour')

Stage Sequence Diagram



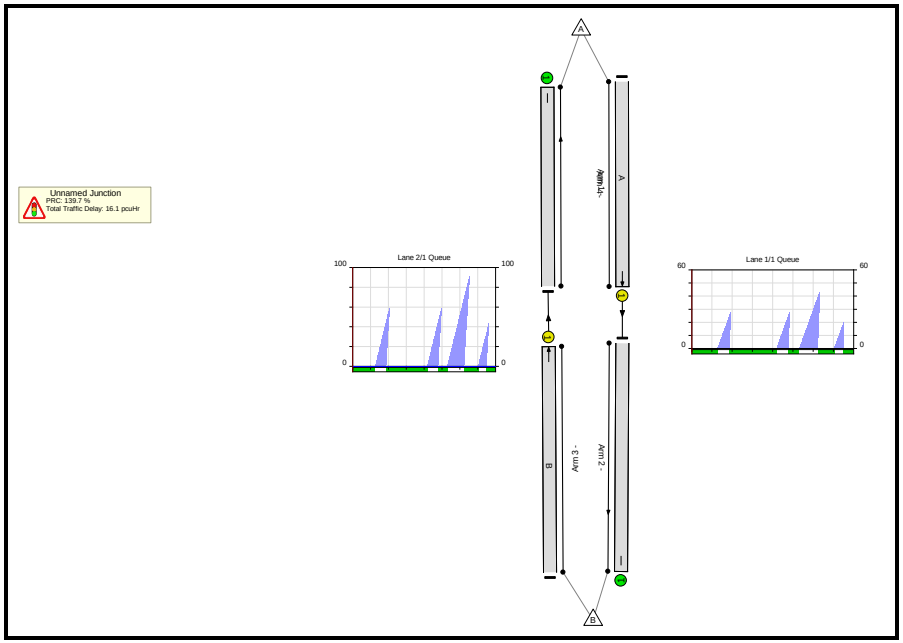
Stage Timings

Stage	1	2	1	2	1	2	1	2
Duration	807	264	1046	263	242	409	365	196
Change Point	3367	576	840	1888	2151	2395	2804	3171

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**37.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**37.5%**
1/1	Ahead	U	N/A	N/A	A		4	2460	-	343	3600	2464	13.9%
2/1	Ahead	U	N/A	N/A	B		4	2460	-	591	2300	1574	37.5%
3/1		U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	591	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: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**15.7**	**0.4**	**0.0**	**16.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**15.7**	**0.4**	**0.0**	**16.1**	**-**	**-**	**-**	**-**
1/1	343	343	-	-	-	5.1	0.1	-	5.2	54.1	43.2	0.1	43.2
2/1	591	591	-	-	-	10.6	0.3	-	10.9	66.7	90.5	0.3	90.8
3/1	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 139.7
PRC Over All Lanes (%): 139.7

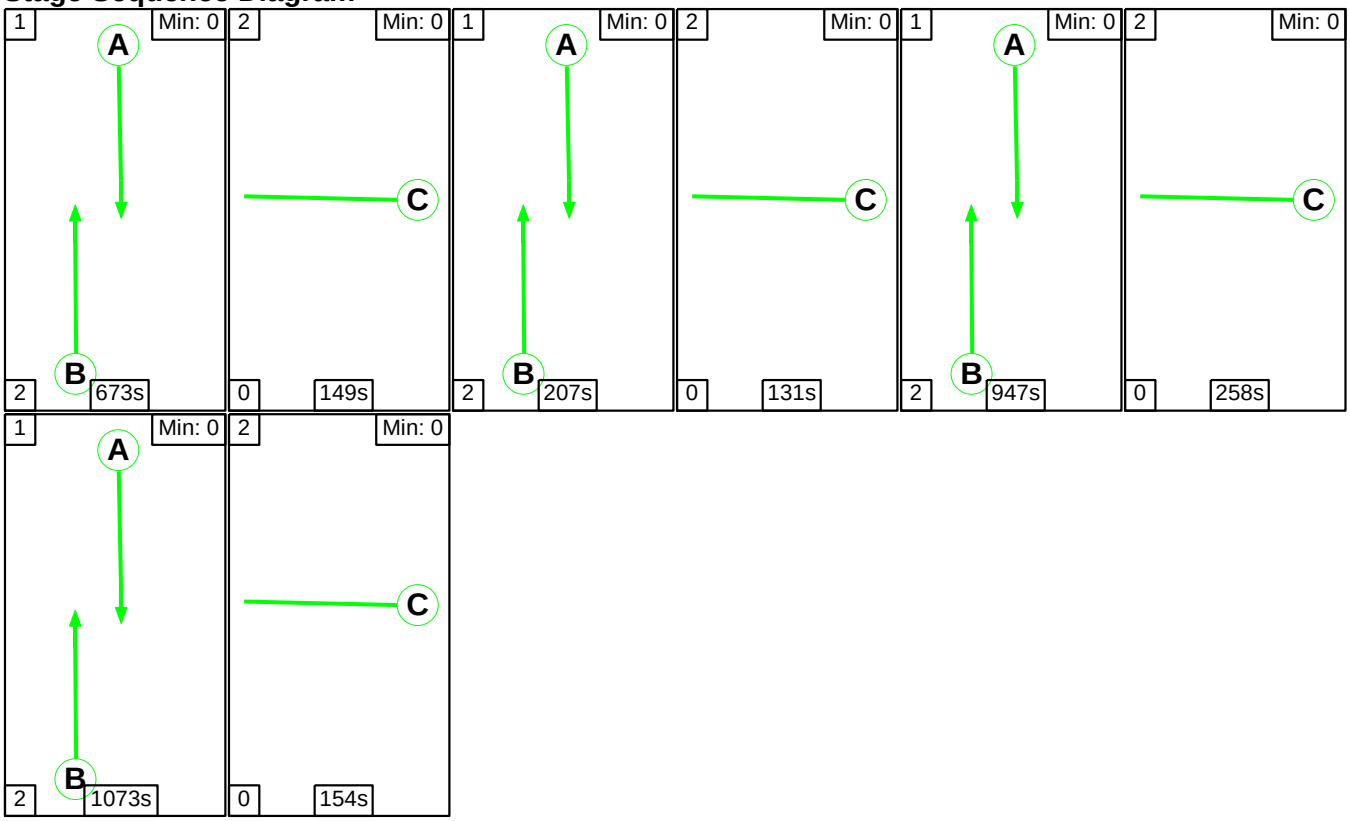
Total Delay for Signalled Lanes (pcuHr): 16.10
Total Delay Over All Lanes(pcuHr): 16.10

Cycle Time (s): 3600

Full Input Data And Results

Scenario 21: '2036 WoD 0900-1000' (FG21: '2036 WoD 0900-1000', Plan 1: '4 Trains/Hour')

Stage Sequence Diagram



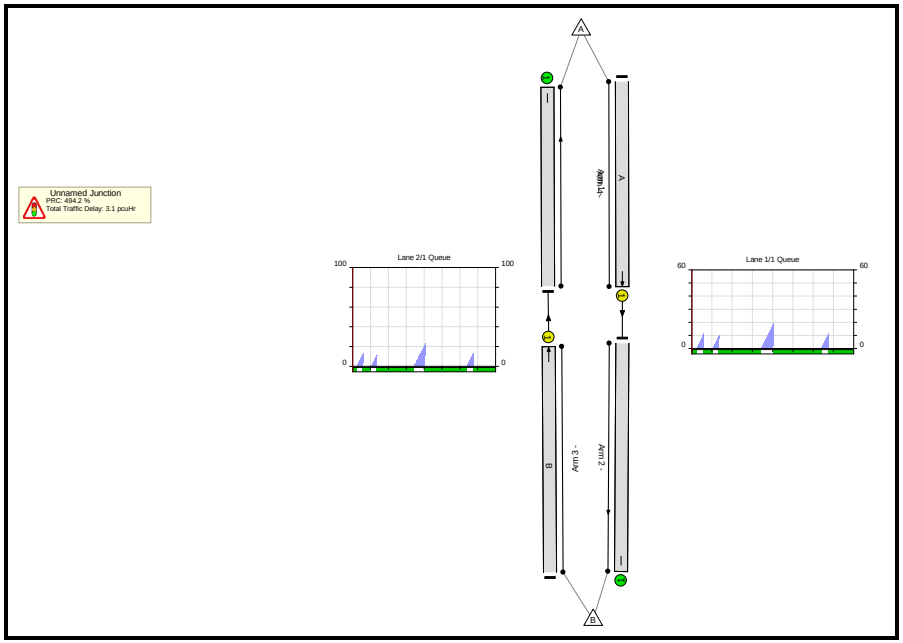
Stage Timings

Stage	1	2	1	2	1	2	1	2
Duration	673	149	207	131	947	258	1073	154
Change Point	3036	111	260	469	600	1549	1807	2882

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**15.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**15.1%**
1/1	Ahead	U	N/A	N/A	A		4	2900	-	254	3600	2904	8.7%
2/1	Ahead	U	N/A	N/A	B		4	2900	-	281	2300	1855	15.1%
3/1		U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	281	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: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**3.0**	**0.1**	**0.0**	**3.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**3.0**	**0.1**	**0.0**	**3.1**	**-**	**-**	**-**	**-**
1/1	254	254	-	-	-	1.4	0.0	-	1.4	20.3	19.6	0.0	19.7
2/1	281	281	-	-	-	1.6	0.1	-	1.7	21.9	23.0	0.1	23.1
3/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

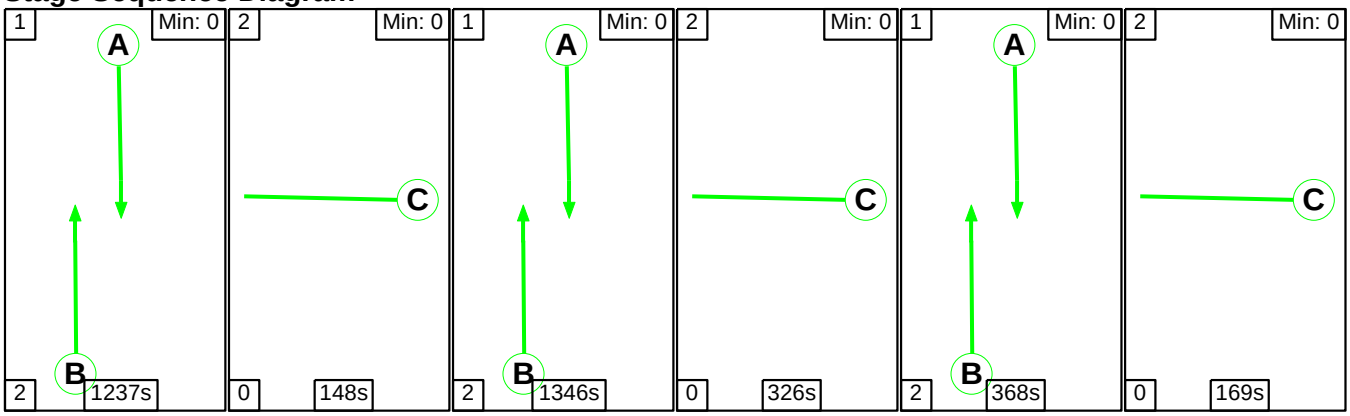
C1 PRC for Signalled Lanes (%): 494.2 Total Delay for Signalled Lanes (pcuHr): 3.14 Cycle Time (s): 3600

PRC Over All Lanes (%): 494.2 Total Delay Over All Lanes(pcuHr): 3.14

Full Input Data And Results

Scenario 22: '2036 WoD 1000-1100' (FG22: '2036 WoD 1000-1100', Plan 3: '3 Trains/Hour')

Stage Sequence Diagram



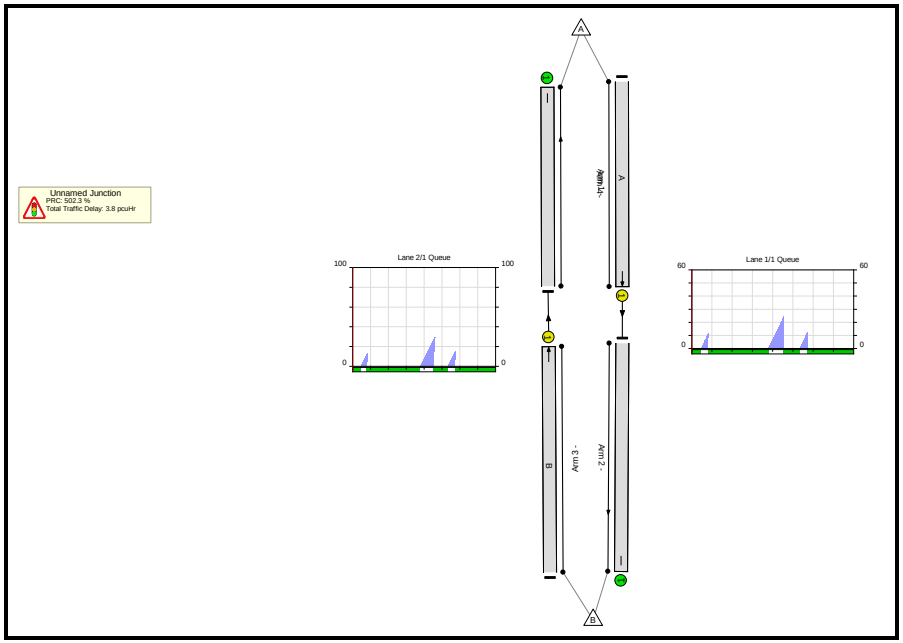
Stage Timings

Stage	1	2	1	2	1	2
Duration	1237	148	1346	326	368	169
Change Point	2570	209	357	1705	2031	2401

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**14.9%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**14.9%**
1/1	Ahead	U	N/A	N/A	A		3	2951	-	255	3600	2954	8.6%
2/1	Ahead	U	N/A	N/A	B		3	2951	-	282	2300	1887	14.9%
3/1		U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%

Full Input Data And Results

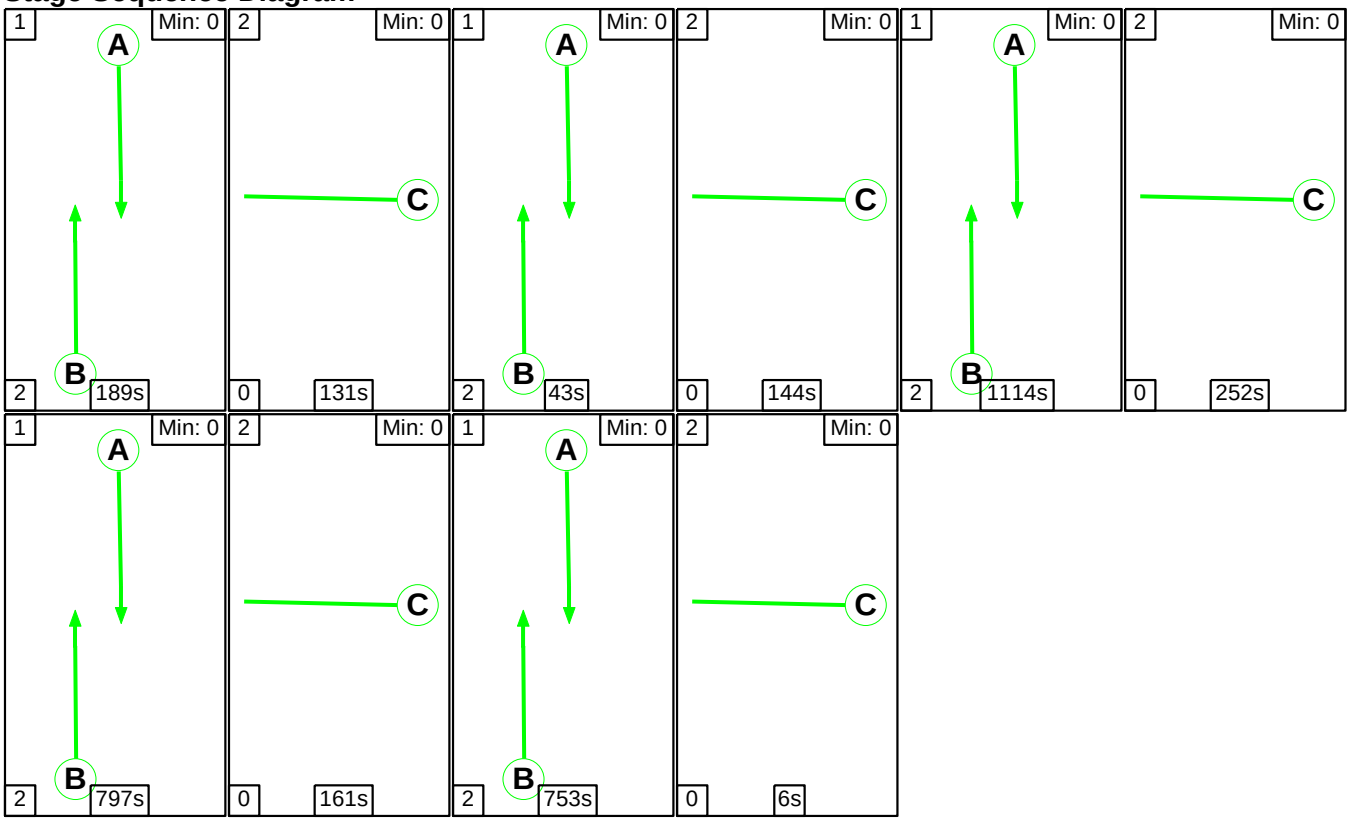
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**3.6**	**0.1**	**0.0**	**3.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**3.6**	**0.1**	**0.0**	**3.8**	**-**	**-**	**-**	**-**
1/1	255	255	-	-	-	1.7	0.0	-	1.7	24.3	24.9	0.0	24.9
2/1	282	282	-	-	-	2.0	0.1	-	2.0	26.1	29.1	0.1	29.2
3/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 502.3 Total Delay for Signalled Lanes (pcuHr): 3.77 Cycle Time (s): 3600
PRC Over All Lanes (%): 502.3 Total Delay Over All Lanes(pcuHr): 3.77

Full Input Data And Results

Scenario 23: '2036 WoD 1100-1200' (FG23: '2036 WoD 1100-1200', Plan 2: '5 Trains/Hour')

Stage Sequence Diagram



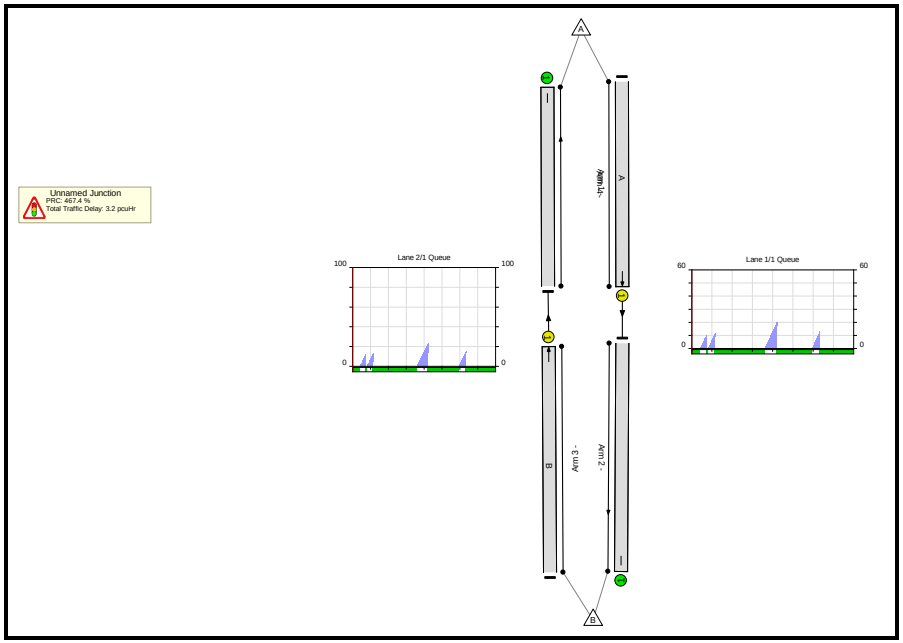
Stage Timings

Stage	1	2	1	2	1	2	1	2	1	2
Duration	189	131	43	144	1114	252	797	161	753	6
Change Point	0	191	322	367	511	1627	1879	2678	2839	3594

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**15.9%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**15.9%**
1/1	Ahead	U	N/A	N/A	A		5	2896	-	266	3600	2901	9.2%
2/1	Ahead	U	N/A	N/A	B		5	2896	-	294	2300	1853	15.9%
3/1		U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%

Full Input Data And Results

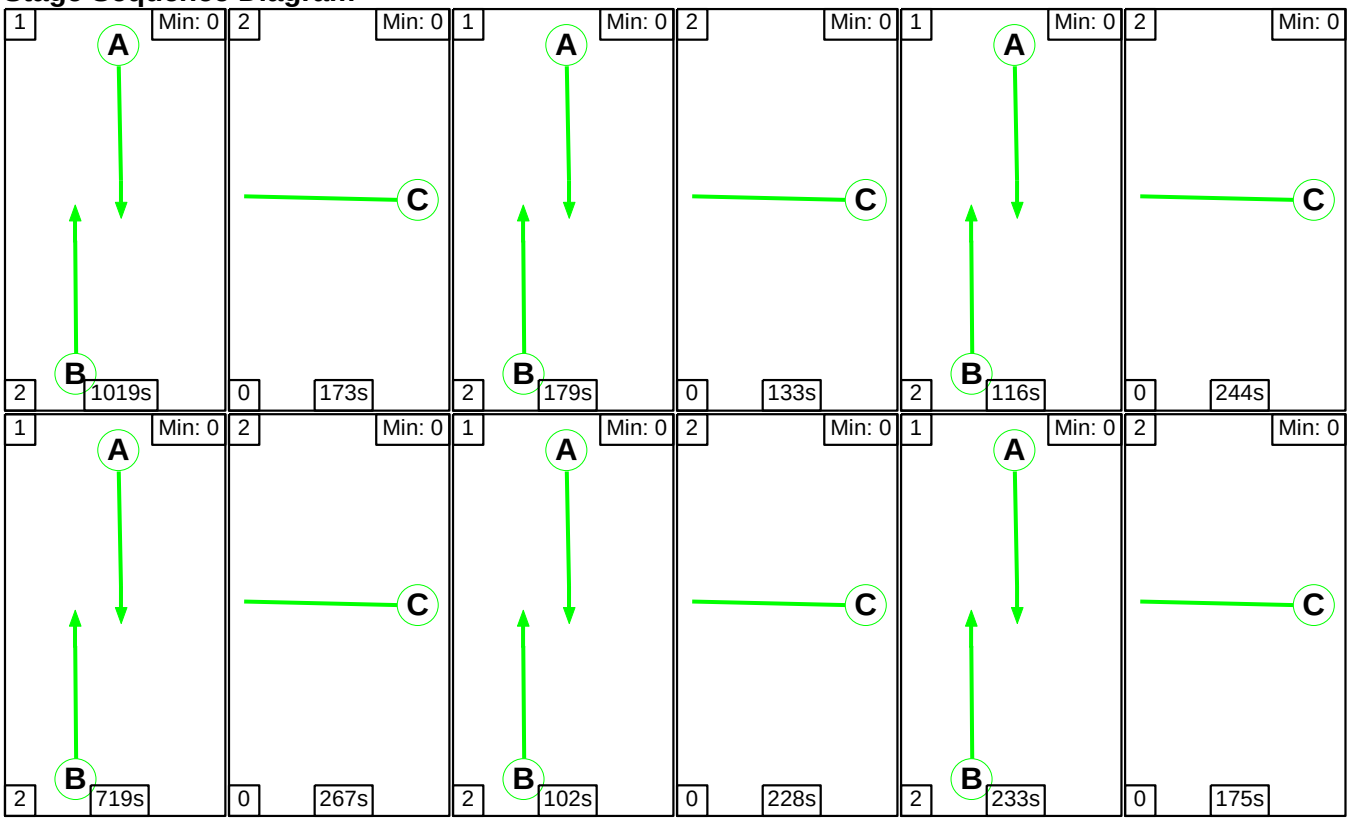
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**3.1**	**0.1**	**0.0**	**3.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**3.1**	**0.1**	**0.0**	**3.2**	**-**	**-**	**-**	**-**
1/1	266	266	-	-	-	1.4	0.1	-	1.5	20.0	20.2	0.1	20.2
2/1	294	294	-	-	-	1.7	0.1	-	1.8	21.7	23.7	0.1	23.8
3/1	266	266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 467.4 Total Delay for Signalled Lanes (pcuHr): 3.25 Cycle Time (s): 3600
PRC Over All Lanes (%): 467.4 Total Delay Over All Lanes(pcuHr): 3.25

Full Input Data And Results

Scenario 24: '2036 WoD 1200-1300' (FG24: '2036 WoD 1200-1300', Plan 4: '6 Trains/Hour')

Stage Sequence Diagram



Stage Timings

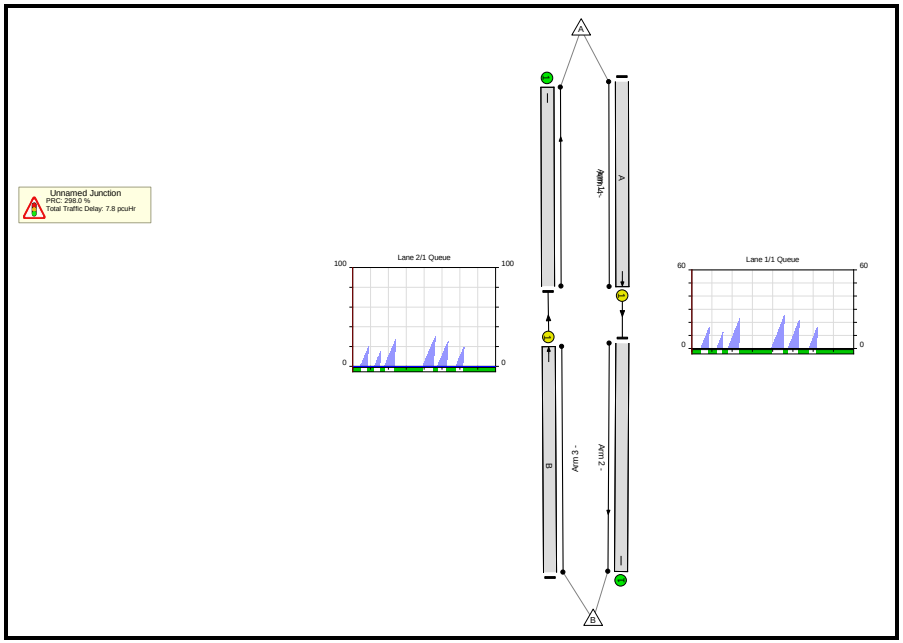
Stage	1	2	1	2	1	2	1	2	1	2
Duration	1019	173	179	133	116	244	719	267	102	228
Change Point	2779	200	373	554	687	805	1049	1770	2037	2141

Stage	1	2								
Duration	233	175								
Change Point	2369	2604								

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**22.6%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**22.6%**
1/1	Ahead	U	N/A	N/A	A		6	2368	-	311	3600	2374	13.1%
2/1	Ahead	U	N/A	N/A	B		6	2368	-	343	2300	1517	22.6%
3/1		U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%

Full Input Data And Results

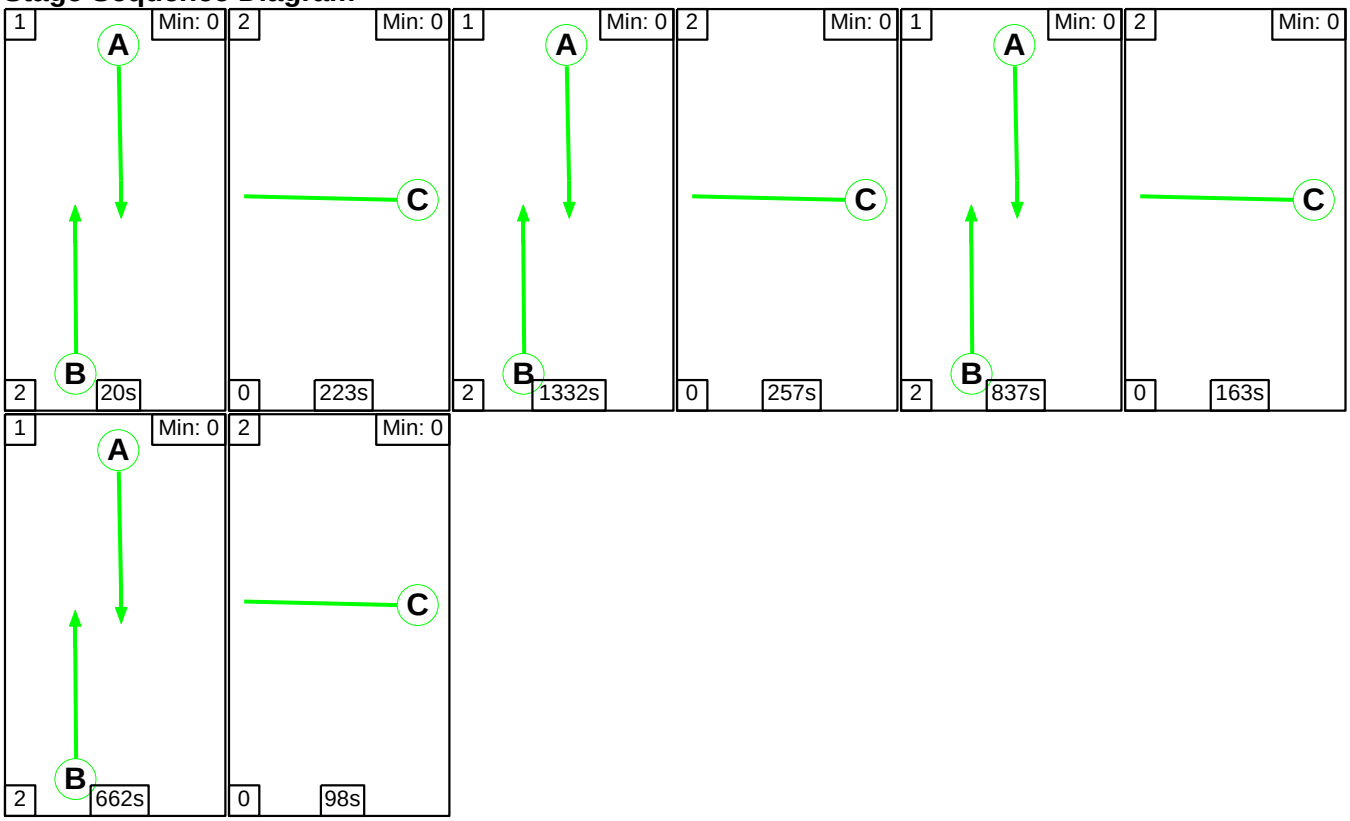
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**7.6**	**0.2**	**0.0**	**7.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**7.6**	**0.2**	**0.0**	**7.8**	**-**	**-**	**-**	**-**
1/1	311	311	-	-	-	3.5	0.1	-	3.5	40.9	25.3	0.1	25.4
2/1	343	343	-	-	-	4.1	0.1	-	4.2	44.5	29.9	0.1	30.1
3/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 298.0 Total Delay for Signalled Lanes (pcuHr): 7.78 Cycle Time (s): 3600
PRC Over All Lanes (%): 298.0 Total Delay Over All Lanes(pcuHr): 7.78

Full Input Data And Results

Scenario 25: '2036 WoD 1300-1400' (FG25: '2036 WoD 1300-1400', Plan 1: '4 Trains/Hour')

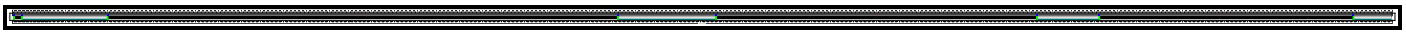
Stage Sequence Diagram



Stage Timings

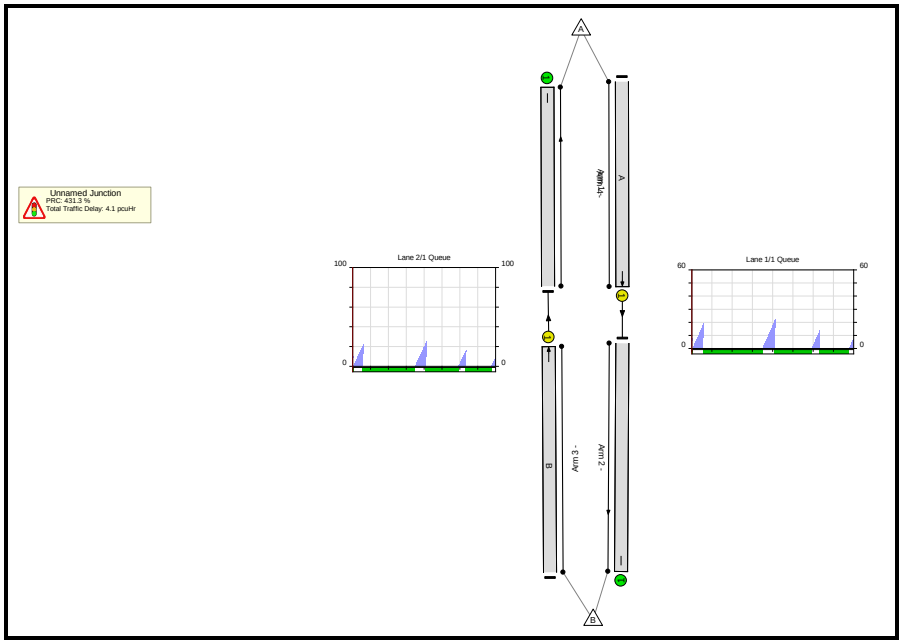
Stage	1	2	1	2	1	2	1	2
Duration	20	223	1332	257	837	163	662	98
Change Point	0	22	245	1579	1836	2675	2838	3502

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**16.9%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**16.9%**
1/1	Ahead	U	N/A	N/A	A		4	2851	-	280	3600	2855	9.8%
2/1	Ahead	U	N/A	N/A	B		4	2851	-	309	2300	1824	16.9%
3/1		U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%

Full Input Data And Results

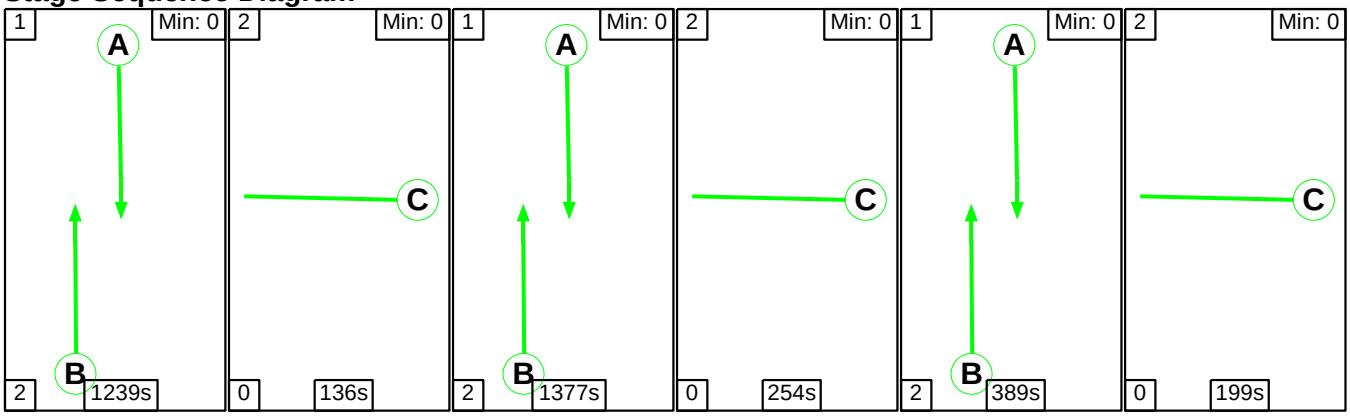
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**3.9**	**0.2**	**0.0**	**4.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**3.9**	**0.2**	**0.0**	**4.1**	**-**	**-**	**-**	**-**
1/1	280	280	-	-	-	1.8	0.1	-	1.9	23.8	21.7	0.1	21.8
2/1	309	309	-	-	-	2.1	0.1	-	2.2	25.8	25.6	0.1	25.7
3/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 431.3 Total Delay for Signalled Lanes (pcuHr): 4.07 Cycle Time (s): 3600
PRC Over All Lanes (%): 431.3 Total Delay Over All Lanes(pcuHr): 4.07

Full Input Data And Results

Scenario 26: '2036 WoD 1400-1500' (FG26: '2036 WoD 1400-1500', Plan 3: '3 Trains/Hour')

Stage Sequence Diagram



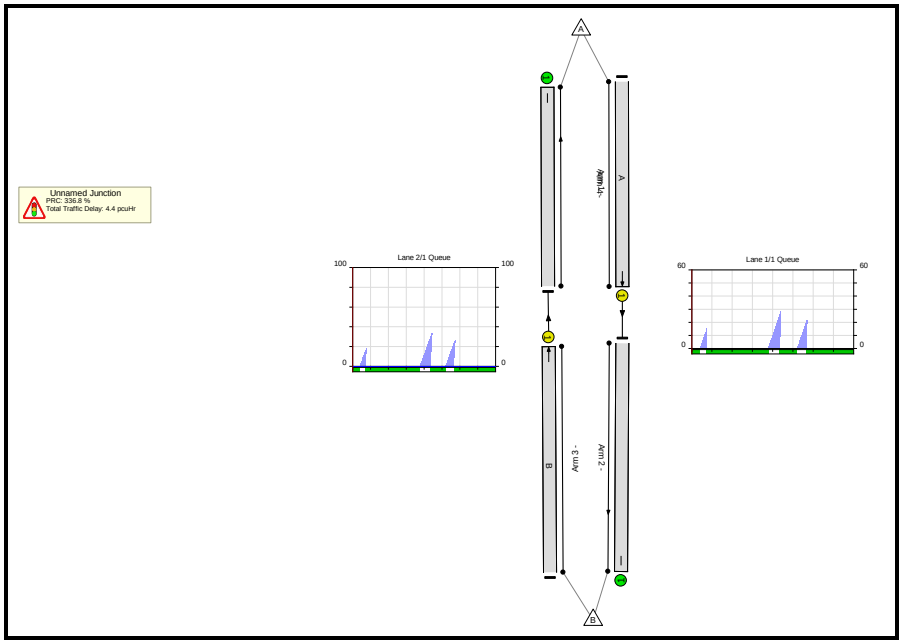
Stage Timings

Stage	1	2	1	2	1	2
Duration	1239	136	1377	254	389	199
Change Point	2545	186	322	1701	1955	2346

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**20.6%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**20.6%**
1/1	Ahead	U	N/A	N/A	A		3	3005	-	358	3600	3008	11.9%
2/1	Ahead	U	N/A	N/A	B		3	3005	-	396	2300	1922	20.6%
3/1		U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	396	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: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**4.2**	**0.2**	**0.0**	**4.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**4.2**	**0.2**	**0.0**	**4.4**	**-**	**-**	**-**	**-**
1/1	358	358	-	-	-	1.9	0.1	-	2.0	19.8	28.1	0.1	28.2
2/1	396	396	-	-	-	2.3	0.1	-	2.4	21.9	33.9	0.1	34.0
3/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

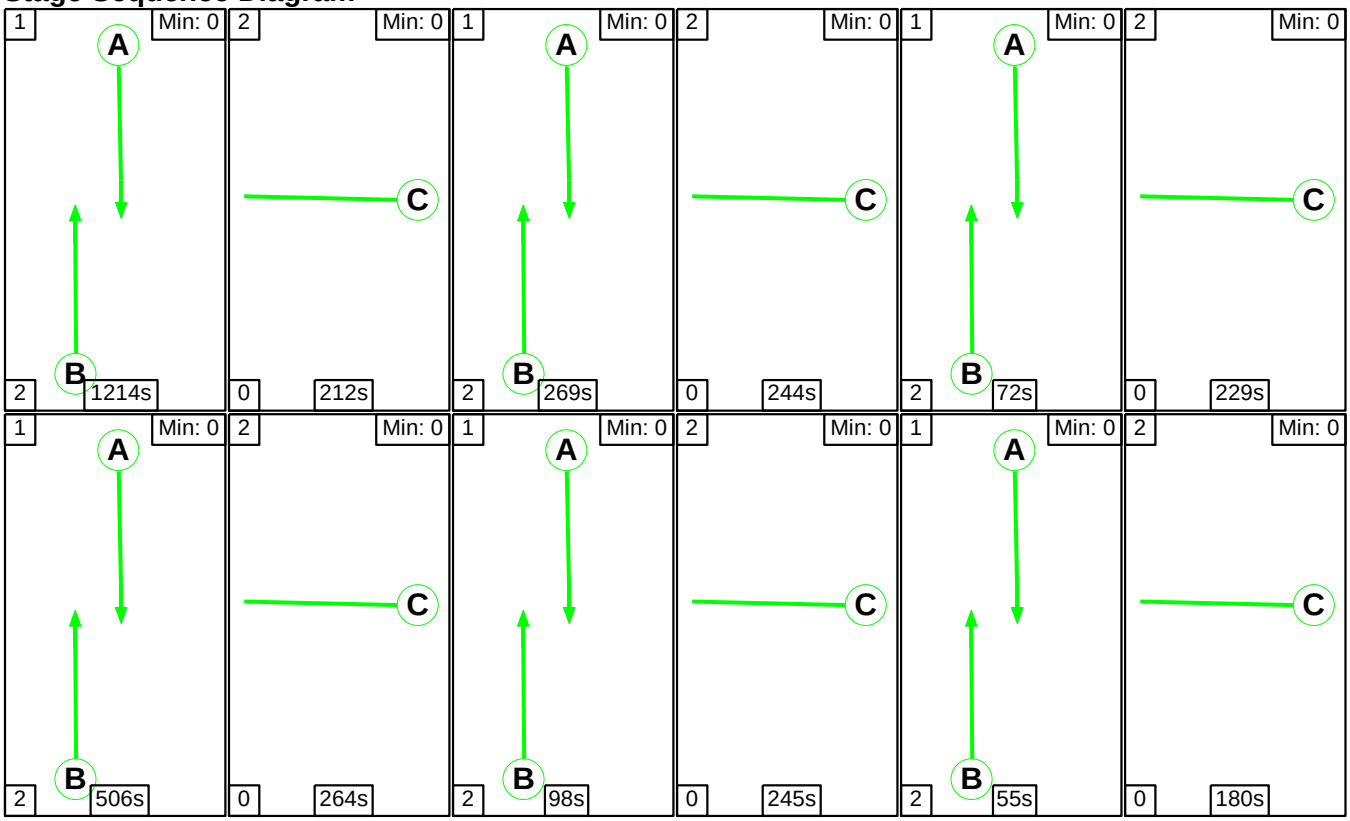
C1 PRC for Signalled Lanes (%): 336.8 Total Delay for Signalled Lanes (pcuHr): 4.38 Cycle Time (s): 3600

PRC Over All Lanes (%): 336.8 Total Delay Over All Lanes(pcuHr): 4.38

Full Input Data And Results

Scenario 27: '2036 WoD 1500-1600' (FG44: '2036 WD 1500-1600', Plan 4: '6 Trains/Hour')

Stage Sequence Diagram



Stage Timings

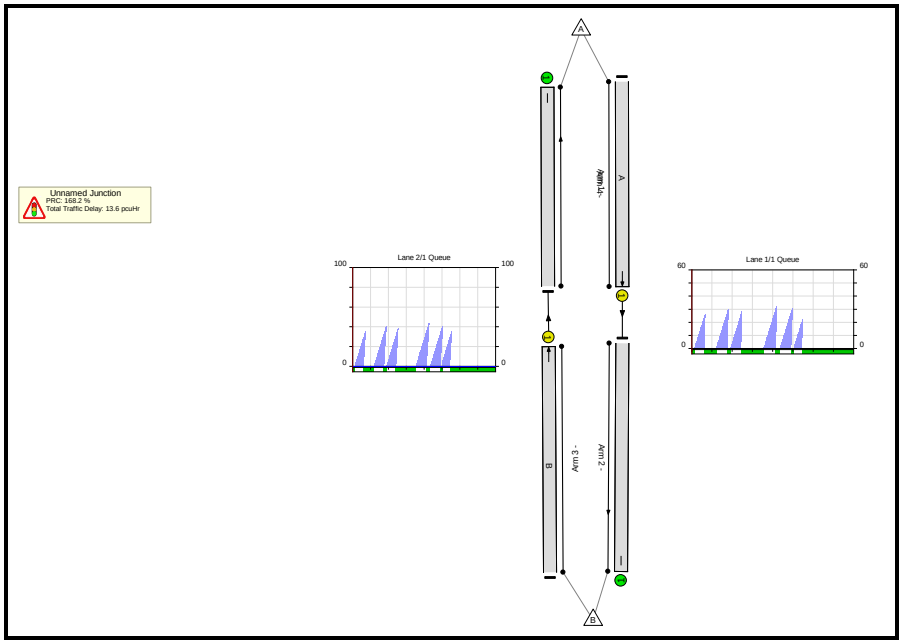
Stage	1	2	1	2	1	2	1	2	1	2
Duration	1214	212	269	244	72	229	506	264	98	245
Change Point	2445	61	273	544	788	862	1091	1599	1863	1963

Stage	1	2								
Duration	55	180								
Change Point	2208	2265								

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**33.6%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**33.6%**
1/1	Ahead	U	N/A	N/A	A		6	2214	-	399	3600	2220	18.0%
2/1	Ahead	U	N/A	N/A	B		6	2214	-	476	2300	1418	33.6%
3/1		U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%

Full Input Data And Results

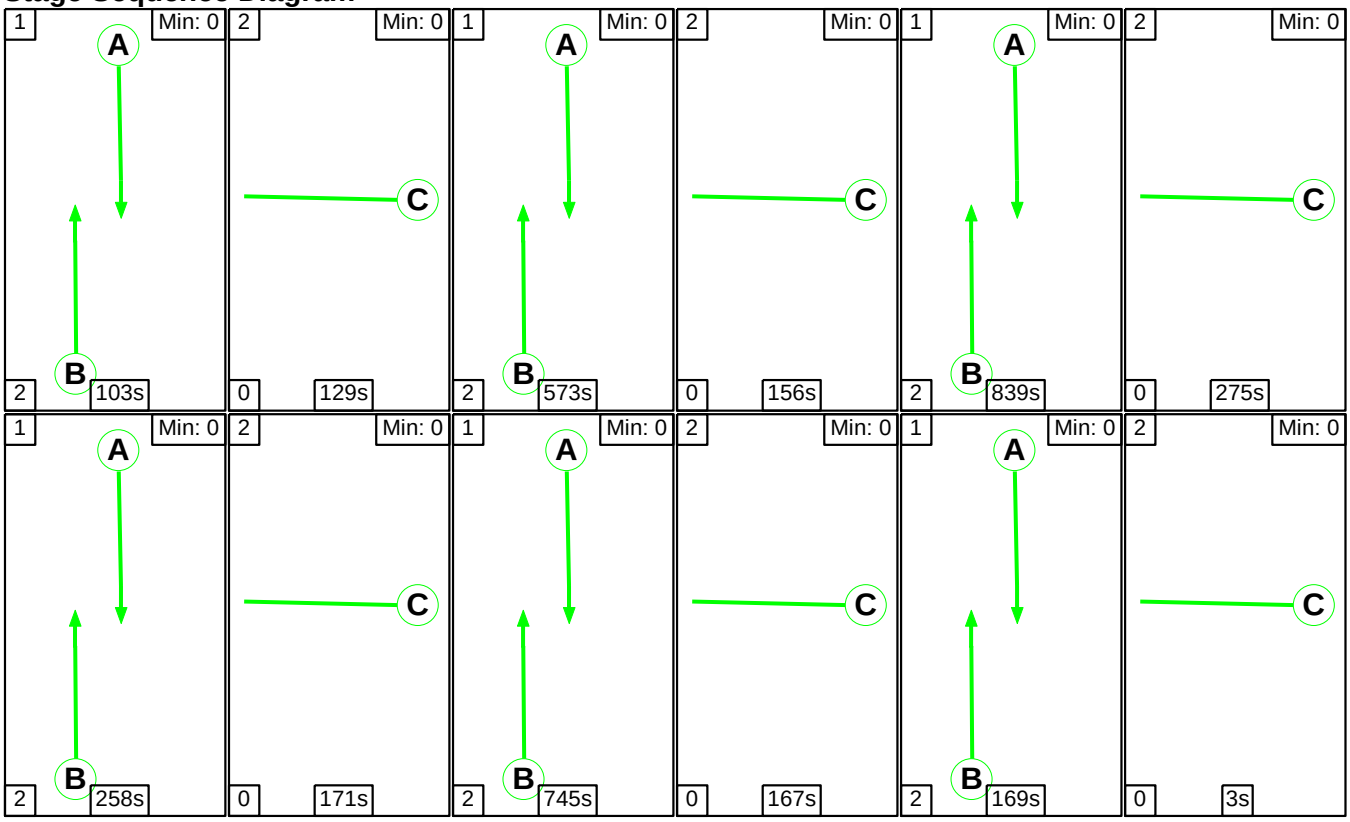
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**13.3**	**0.4**	**0.0**	**13.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**13.3**	**0.4**	**0.0**	**13.6**	**-**	**-**	**-**	**-**
1/1	399	399	-	-	-	5.6	0.1	-	5.7	51.3	33.0	0.1	33.1
2/1	476	476	-	-	-	7.7	0.3	-	8.0	60.3	44.2	0.3	44.4
3/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 168.2 Total Delay for Signalled Lanes (pcuHr): 13.65 Cycle Time (s): 3600
PRC Over All Lanes (%): 168.2 Total Delay Over All Lanes(pcuHr): 13.65

Full Input Data And Results

Scenario 28: '2036 WoD 1600-1700' (FG28: '2036 WoD 1600-1700', Plan 4: '6 Trains/Hour')

Stage Sequence Diagram



Stage Timings

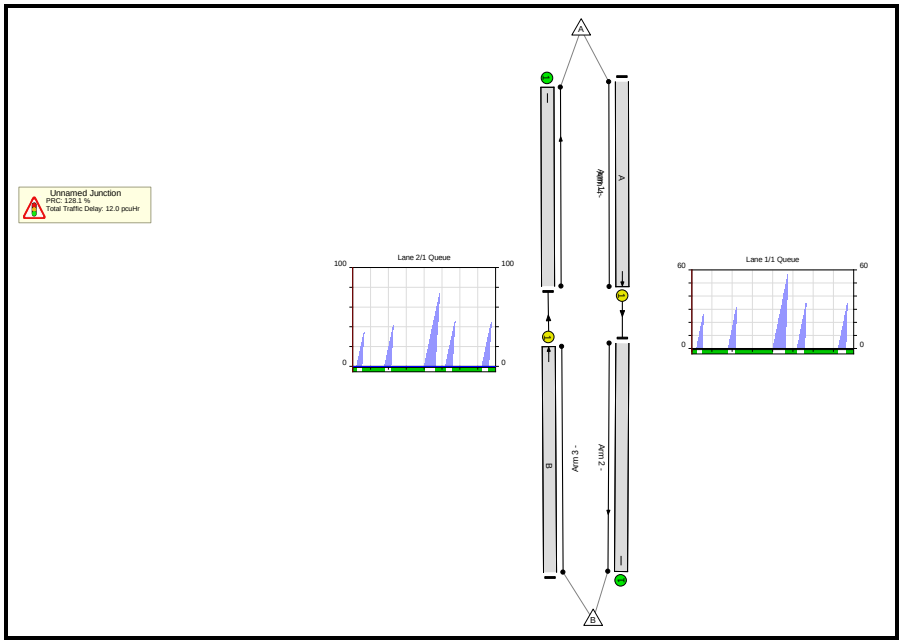
Stage	1	2	1	2	1	2	1	2	1	2
Duration	103	129	573	156	839	275	258	171	745	167
Change Point	1	106	235	810	966	1807	2082	2342	2513	3260

Stage	1	2								
Duration	169	3								
Change Point	3427	3598								

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**39.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**39.5%**
1/1	Ahead	U	N/A	N/A	A		6	2687	-	615	3600	2693	22.8%
2/1	Ahead	U	N/A	N/A	B		6	2687	-	679	2300	1721	39.5%
3/1		U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	679	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: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**11.5**	**0.5**	**0.0**	**12.0**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**11.5**	**0.5**	**0.0**	**12.0**	**-**	**-**	**-**	**-**
1/1	615	615	-	-	-	5.0	0.1	-	5.2	30.3	56.7	0.1	56.9
2/1	679	679	-	-	-	6.5	0.3	-	6.9	36.3	73.7	0.3	74.1
3/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

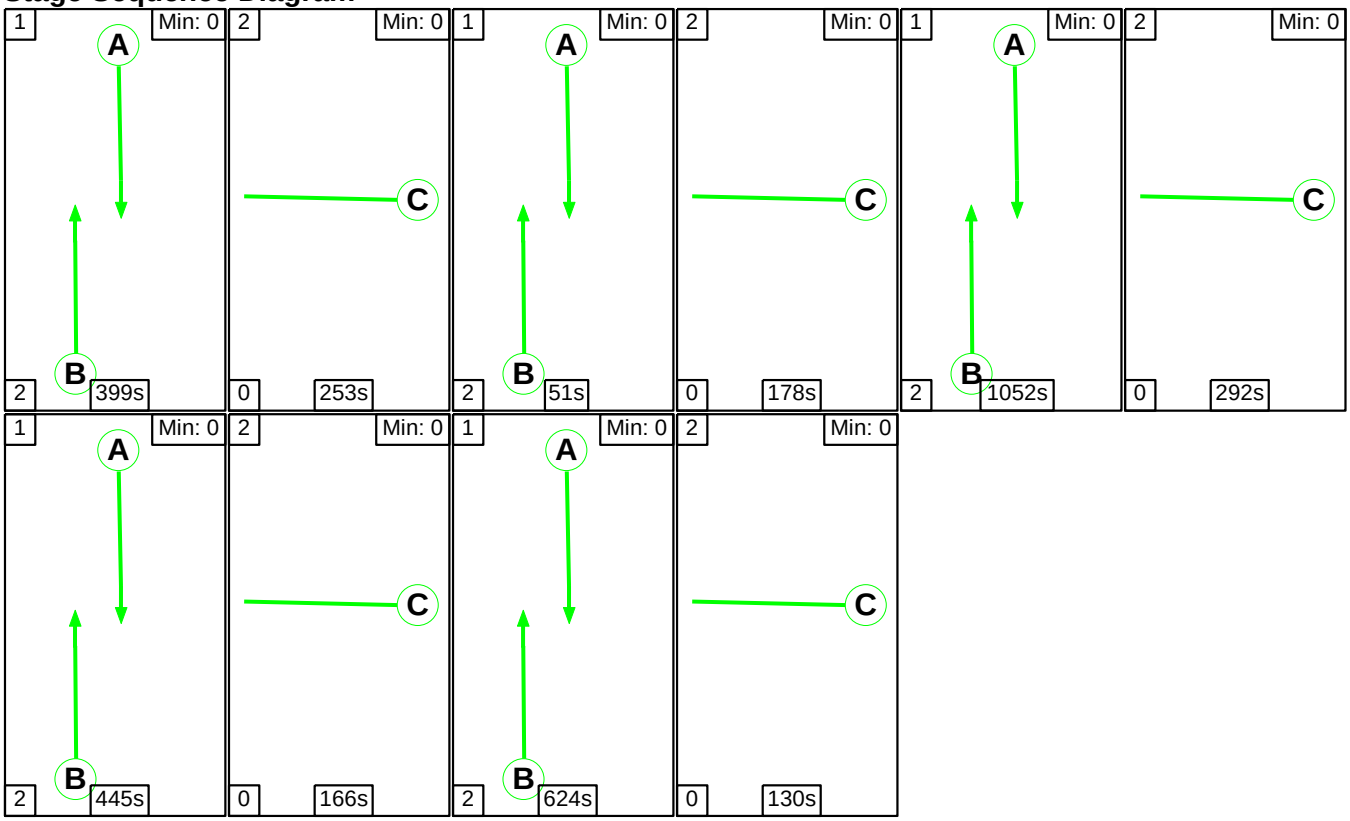
C1 PRC for Signalled Lanes (%): 128.1 Total Delay for Signalled Lanes (pcuHr): 12.02 Cycle Time (s): 3600

PRC Over All Lanes (%): 128.1 Total Delay Over All Lanes(pcuHr): 12.02

Full Input Data And Results

Scenario 29: '2036 WoD 1700-1800' (FG29: '2036 WoD 1700-1800', Plan 2: '5 Trains/Hour')

Stage Sequence Diagram



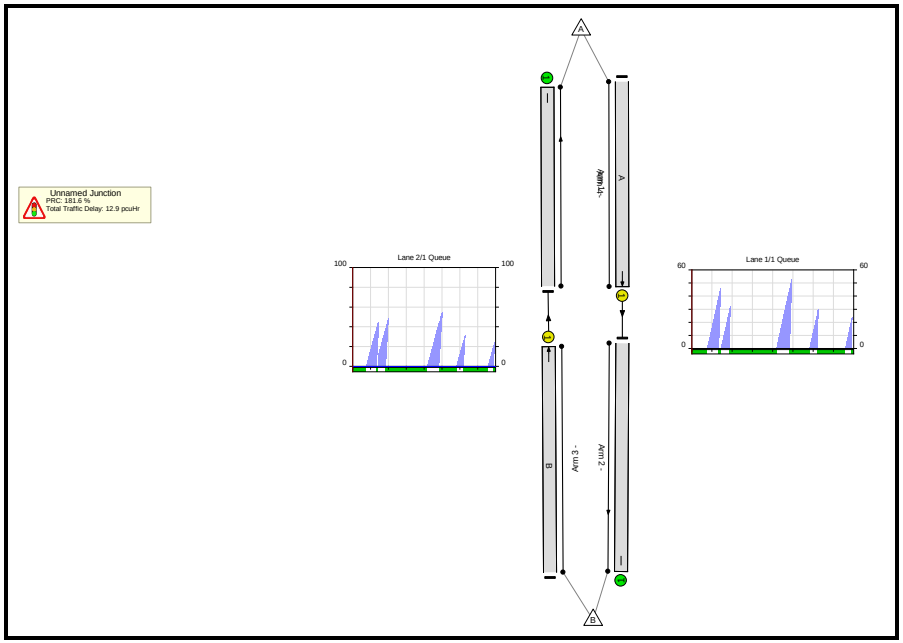
Stage Timings

Stage	1	2	1	2	1	2	1	2	1	2
Duration	399	253	51	178	1052	292	445	166	624	130
Change Point	3545	346	599	652	830	1884	2176	2623	2789	3415

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**32.0%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**32.0%**
1/1	Ahead	U	N/A	N/A	A		5	2571	-	558	3600	2576	21.7%
2/1	Ahead	U	N/A	N/A	B		5	2571	-	526	2300	1646	32.0%
3/1		U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%

Full Input Data And Results

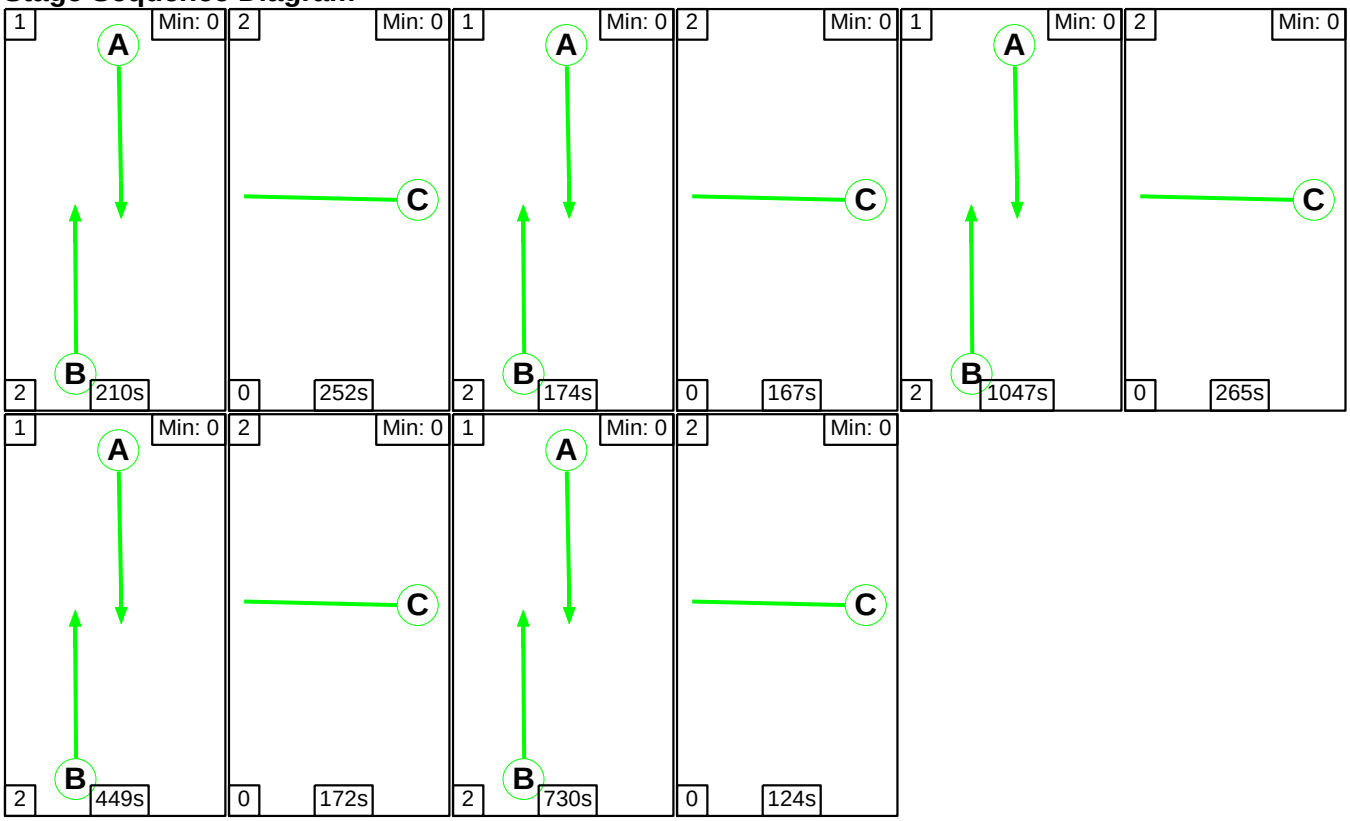
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**12.5**	**0.4**	**0.0**	**12.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**12.5**	**0.4**	**0.0**	**12.9**	**-**	**-**	**-**	**-**
1/1	558	558	-	-	-	5.8	0.1	-	5.9	38.3	53.6	0.1	53.8
2/1	526	526	-	-	-	6.7	0.2	-	7.0	47.6	55.4	0.2	55.6
3/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 181.6 Total Delay for Signalled Lanes (pcuHr): 12.89 Cycle Time (s): 3600
PRC Over All Lanes (%): 181.6 Total Delay Over All Lanes(pcuHr): 12.89

Full Input Data And Results

Scenario 30: '2036 WoD 1800-1900' (FG30: '2036 WoD 1800-1900', Plan 2: '5 Trains/Hour')

Stage Sequence Diagram



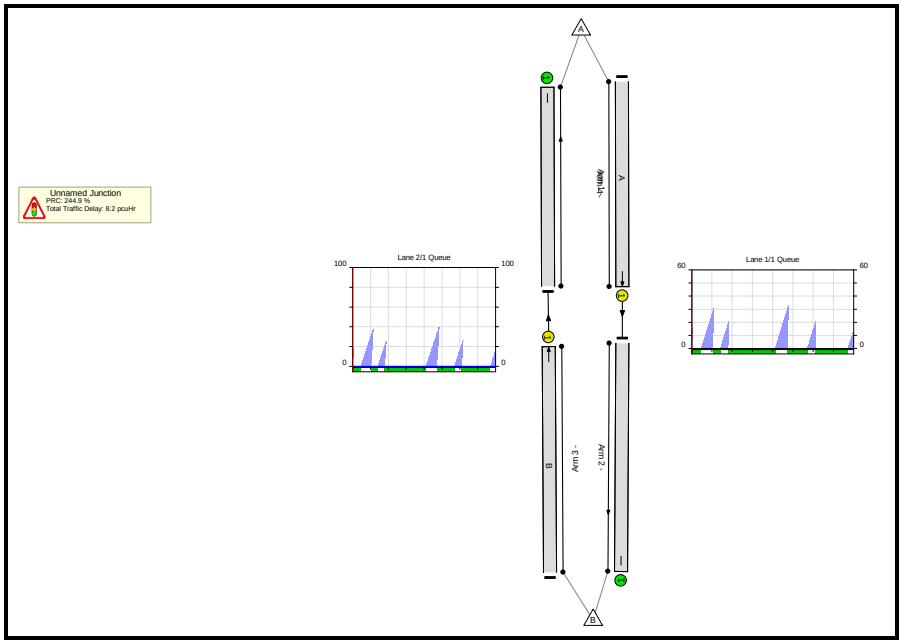
Stage Timings

Stage	1	2	1	2	1	2	1	2	1	2
Duration	210	252	174	167	1047	265	449	172	730	124
Change Point	0	212	464	640	807	1856	2121	2572	2744	3476

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**26.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**26.1%**
1/1	Ahead	U	N/A	N/A	A		5	2610	-	395	3600	2615	15.1%
2/1	Ahead	U	N/A	N/A	B		5	2610	-	436	2300	1671	26.1%
3/1		U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	436	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: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**7.9**	**0.3**	**0.0**	**8.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**7.9**	**0.3**	**0.0**	**8.2**	**-**	**-**	**-**	**-**
1/1	395	395	-	-	-	3.6	0.1	-	3.7	33.3	32.7	0.1	32.8
2/1	436	436	-	-	-	4.3	0.2	-	4.5	37.2	39.7	0.2	39.9
3/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

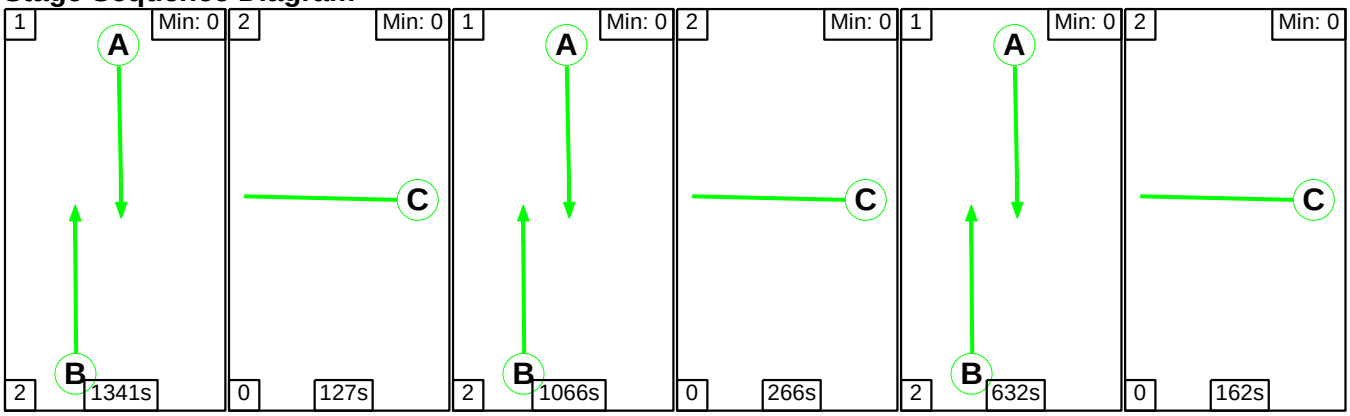
C1 PRC for Signalled Lanes (%): 244.9 Total Delay for Signalled Lanes (pcuHr): 8.16 Cycle Time (s): 3600

PRC Over All Lanes (%): 244.9 Total Delay Over All Lanes(pcuHr): 8.16

Full Input Data And Results

Scenario 31: '2036 WoD 1900-2000' (FG31: '2036 WoD 1900-2000', Plan 3: '3 Trains/Hour')

Stage Sequence Diagram



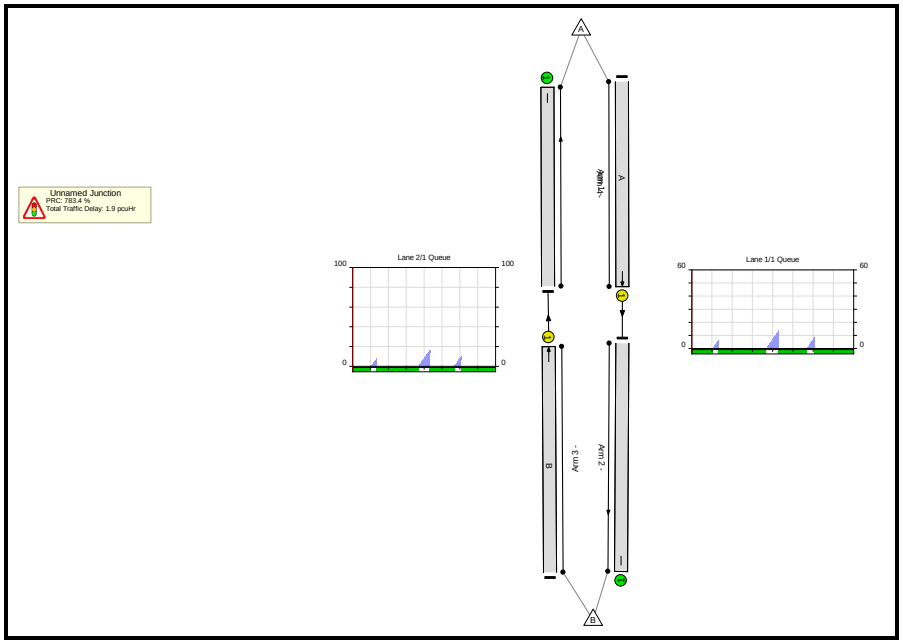
Stage Timings

Stage	1	2	1	2	1	2
Duration	1341	127	1066	266	632	162
Change Point	2725	468	595	1663	1929	2563

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**10.2%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**10.2%**
1/1	Ahead	U	N/A	N/A	A		3	3039	-	179	3600	3042	5.9%
2/1	Ahead	U	N/A	N/A	B		3	3039	-	198	2300	1943	10.2%
3/1		U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	198	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: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**1.8**	**0.1**	**0.0**	**1.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**1.8**	**0.1**	**0.0**	**1.9**	**-**	**-**	**-**	**-**
1/1	179	179	-	-	-	0.8	0.0	-	0.9	17.3	13.9	0.0	14.0
2/1	198	198	-	-	-	1.0	0.1	-	1.0	18.4	16.1	0.1	16.1
3/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

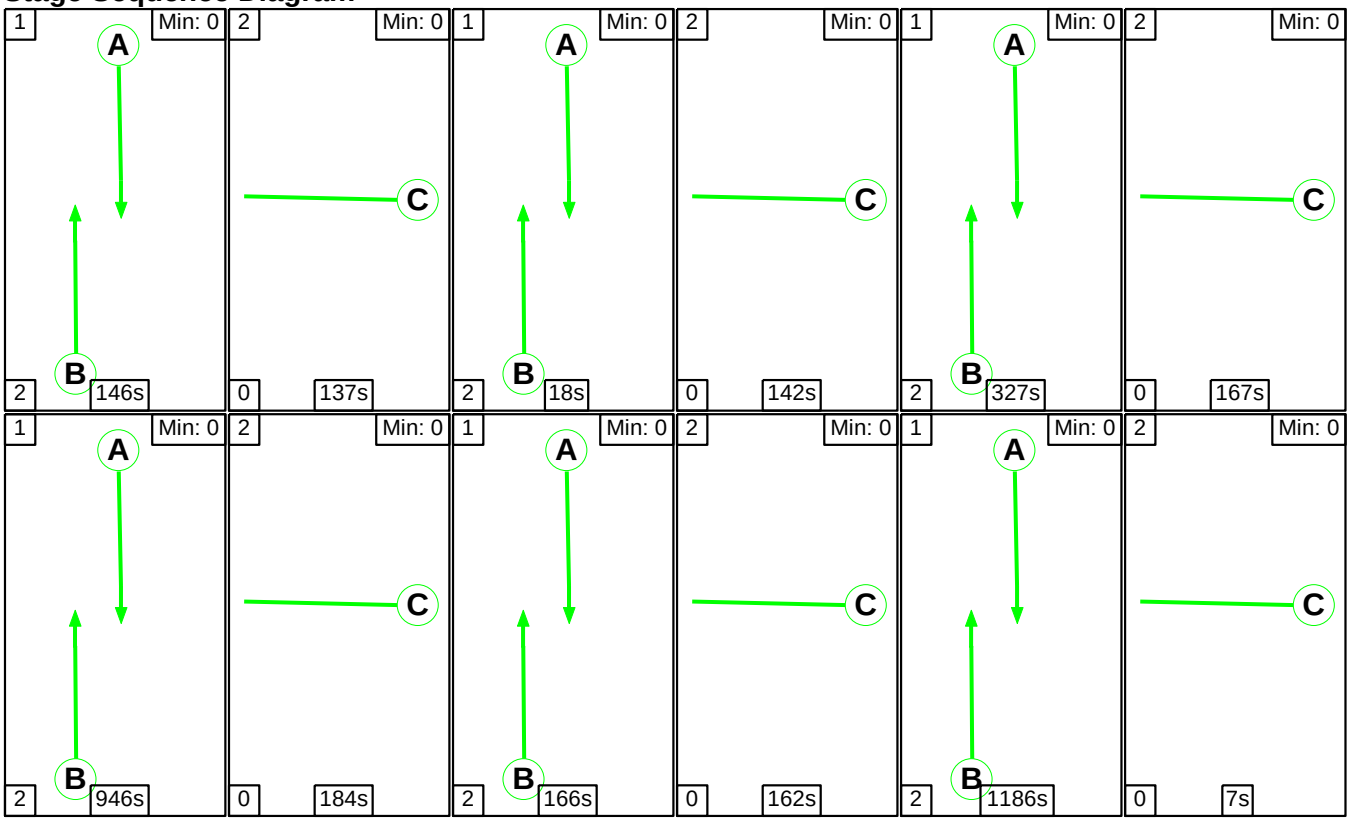
C1 PRC for Signalled Lanes (%): 783.4 Total Delay for Signalled Lanes (pcuHr): 1.87 Cycle Time (s): 3600

PRC Over All Lanes (%): 783.4 Total Delay Over All Lanes(pcuHr): 1.87

Full Input Data And Results

Scenario 32: '2036 WoD 2000-2100' (FG32: '2036 WoD 2000-2100', Plan 4: '6 Trains/Hour')

Stage Sequence Diagram



Stage Timings

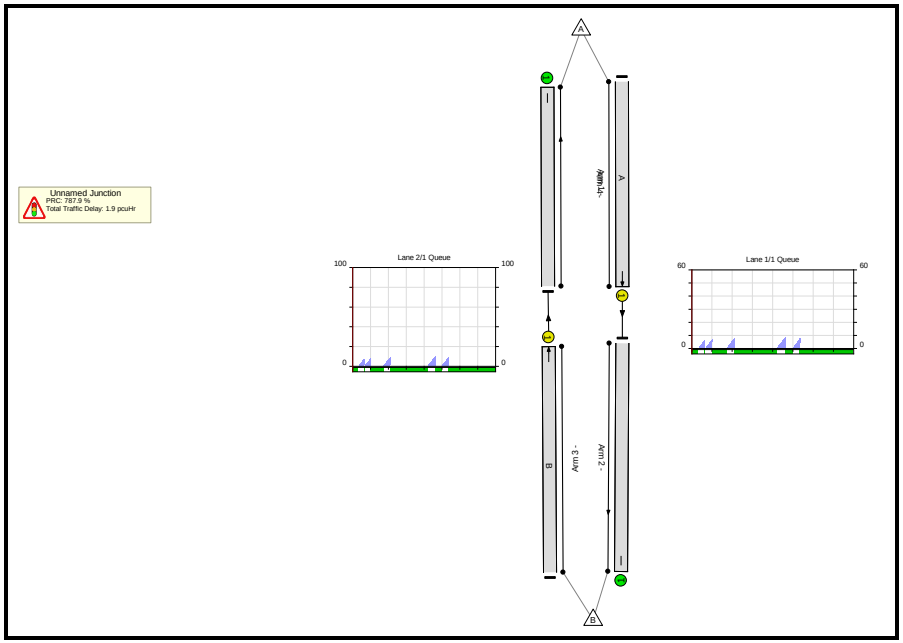
Stage	1	2	1	2	1	2	1	2	1	2
Duration	146	137	18	142	327	167	946	184	166	162
Change Point	0	148	285	305	447	776	943	1891	2075	2243

Stage	1	2								
Duration	1186	7								
Change Point	2405	3593								

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**10.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**10.1%**
1/1	Ahead	U	N/A	N/A	A		6	2789	-	164	3600	2795	5.9%
2/1	Ahead	U	N/A	N/A	B		6	2789	-	181	2300	1786	10.1%
3/1		U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	181	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: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**1.8**	**0.1**	**0.0**	**1.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**1.8**	**0.1**	**0.0**	**1.9**	**-**	**-**	**-**	**-**
1/1	164	164	-	-	-	0.9	0.0	-	0.9	19.4	8.8	0.0	8.8
2/1	181	181	-	-	-	1.0	0.1	-	1.0	20.5	10.1	0.1	10.1
3/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

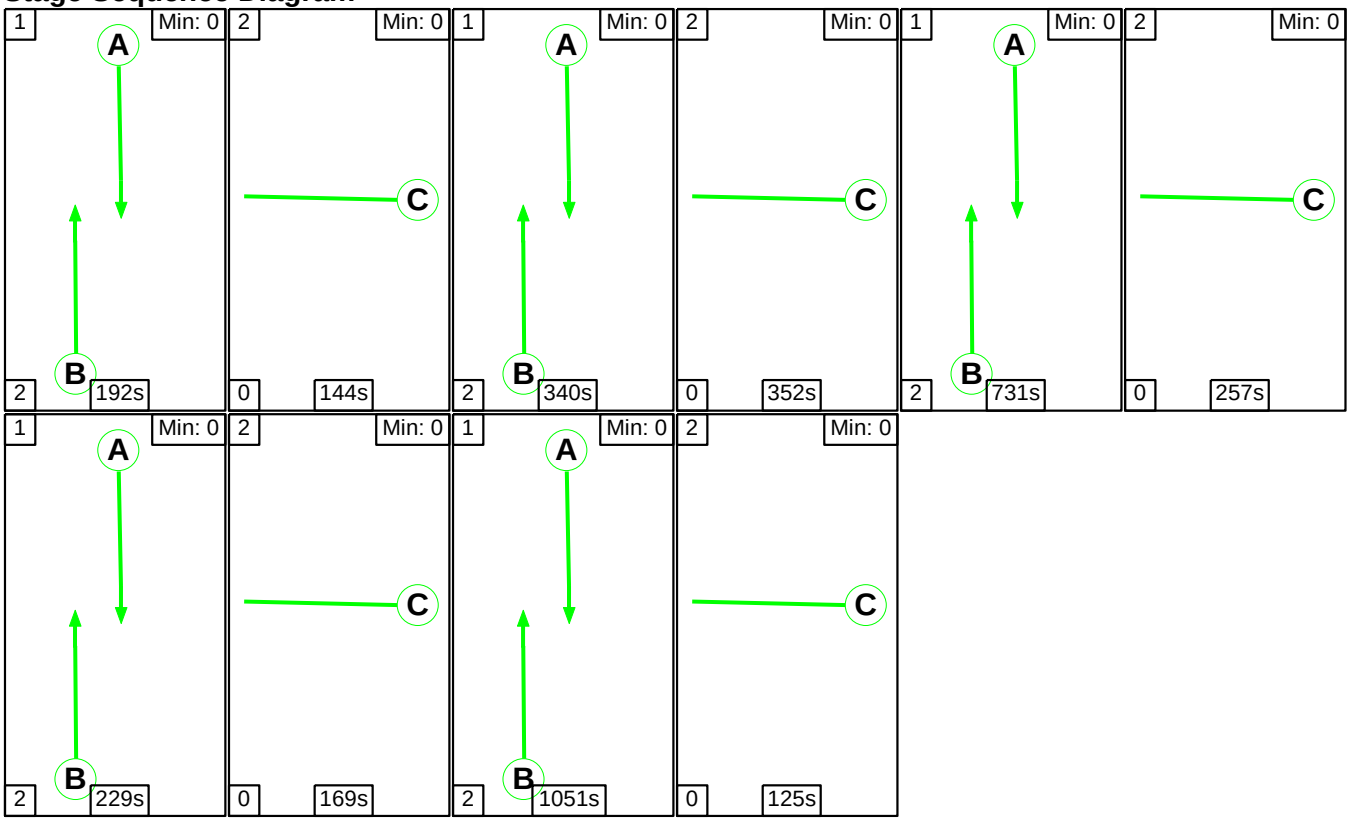
C1 PRC for Signalled Lanes (%): 787.9 Total Delay for Signalled Lanes (pcuHr): 1.91 Cycle Time (s): 3600

PRC Over All Lanes (%): 787.9 Total Delay Over All Lanes(pcuHr): 1.91

Full Input Data And Results

Scenario 33: '2036 WoD 2100-2200' (FG33: '2036 WoD 2100-2200', Plan 2: '5 Trains/Hour')

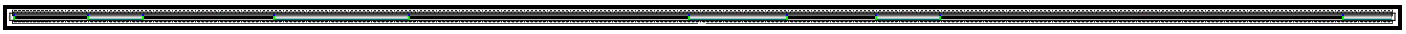
Stage Sequence Diagram



Stage Timings

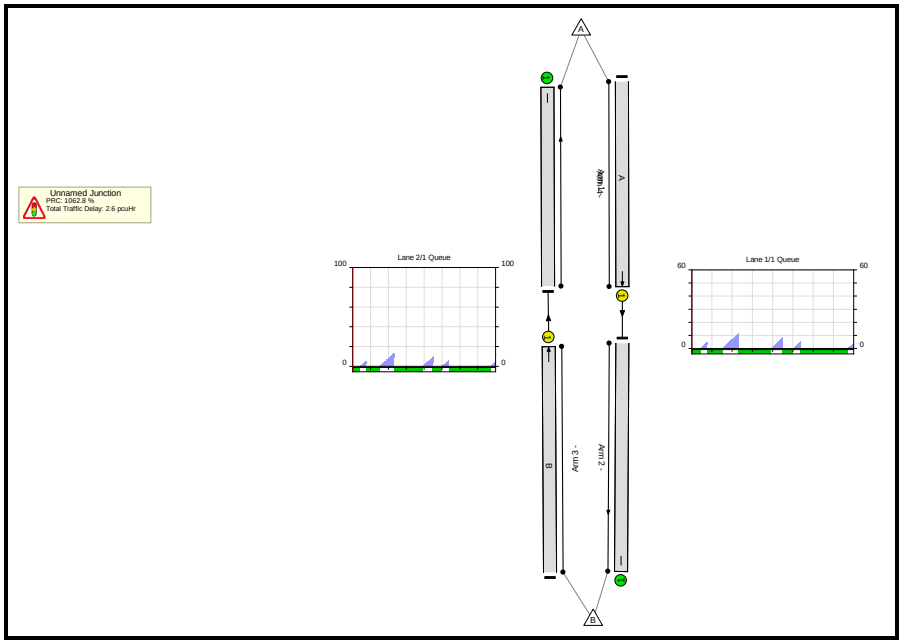
Stage	1	2	1	2	1	2	1	2	1	2
Duration	192	144	340	352	731	257	229	169	1051	125
Change Point	0	194	338	680	1032	1765	2022	2253	2422	3475

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**7.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**7.7%**
1/1	Ahead	U	N/A	N/A	A		5	2543	-	114	3600	2548	4.5%
2/1	Ahead	U	N/A	N/A	B		5	2543	-	126	2300	1628	7.7%
3/1		U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	126	Inf	Inf	0.0%

Full Input Data And Results

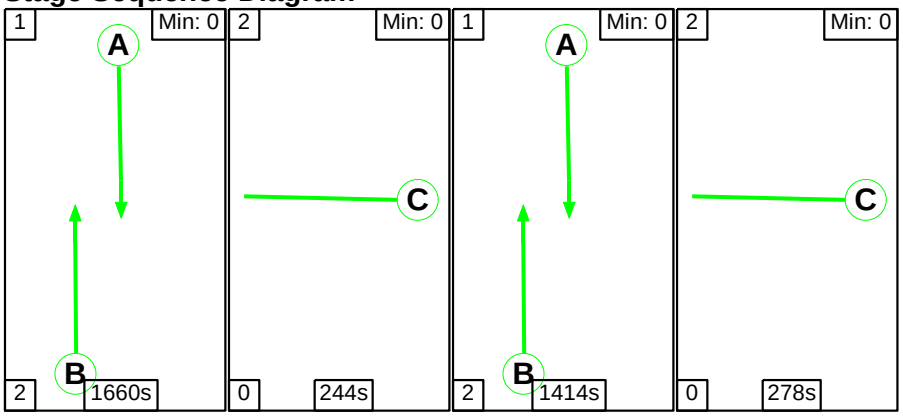
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**2.5**	**0.1**	**0.0**	**2.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**2.5**	**0.1**	**0.0**	**2.6**	**-**	**-**	**-**	**-**
1/1	114	114	-	-	-	1.2	0.0	-	1.2	37.6	11.5	0.0	11.6
2/1	126	126	-	-	-	1.3	0.0	-	1.4	39.0	13.1	0.0	13.1
3/1	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	126	126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1062.8 Total Delay for Signalled Lanes (pcuHr): 2.55 Cycle Time (s): 3600
PRC Over All Lanes (%): 1062.8 Total Delay Over All Lanes(pcuHr): 2.55

Full Input Data And Results

Scenario 34: '2036 WoD 2200-2300' (FG34: '2036 WoD 2200-2300', Plan 5: '2 Trains/Hour')

Stage Sequence Diagram



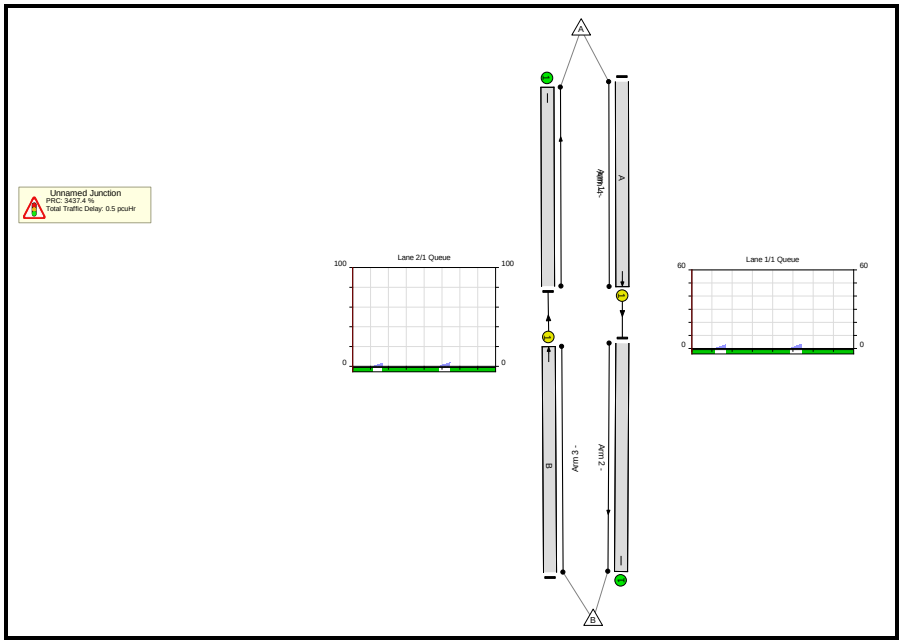
Stage Timings

Stage	1	2	1	2
Duration	1660	244	1414	278
Change Point	2449	511	755	2171

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**2.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**2.5%**
1/1	Ahead	U	N/A	N/A	A		2	3074	-	45	3600	3076	1.5%
2/1	Ahead	U	N/A	N/A	B		2	3074	-	50	2300	1965	2.5%
3/1		U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	50	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: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**0.5**	**0.0**	**0.0**	**0.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**0.5**	**0.0**	**0.0**	**0.5**	**-**	**-**	**-**	**-**
1/1	45	45	-	-	-	0.2	0.0	-	0.2	20.0	3.5	0.0	3.5
2/1	50	50	-	-	-	0.3	0.0	-	0.3	20.5	4.0	0.0	4.0
3/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

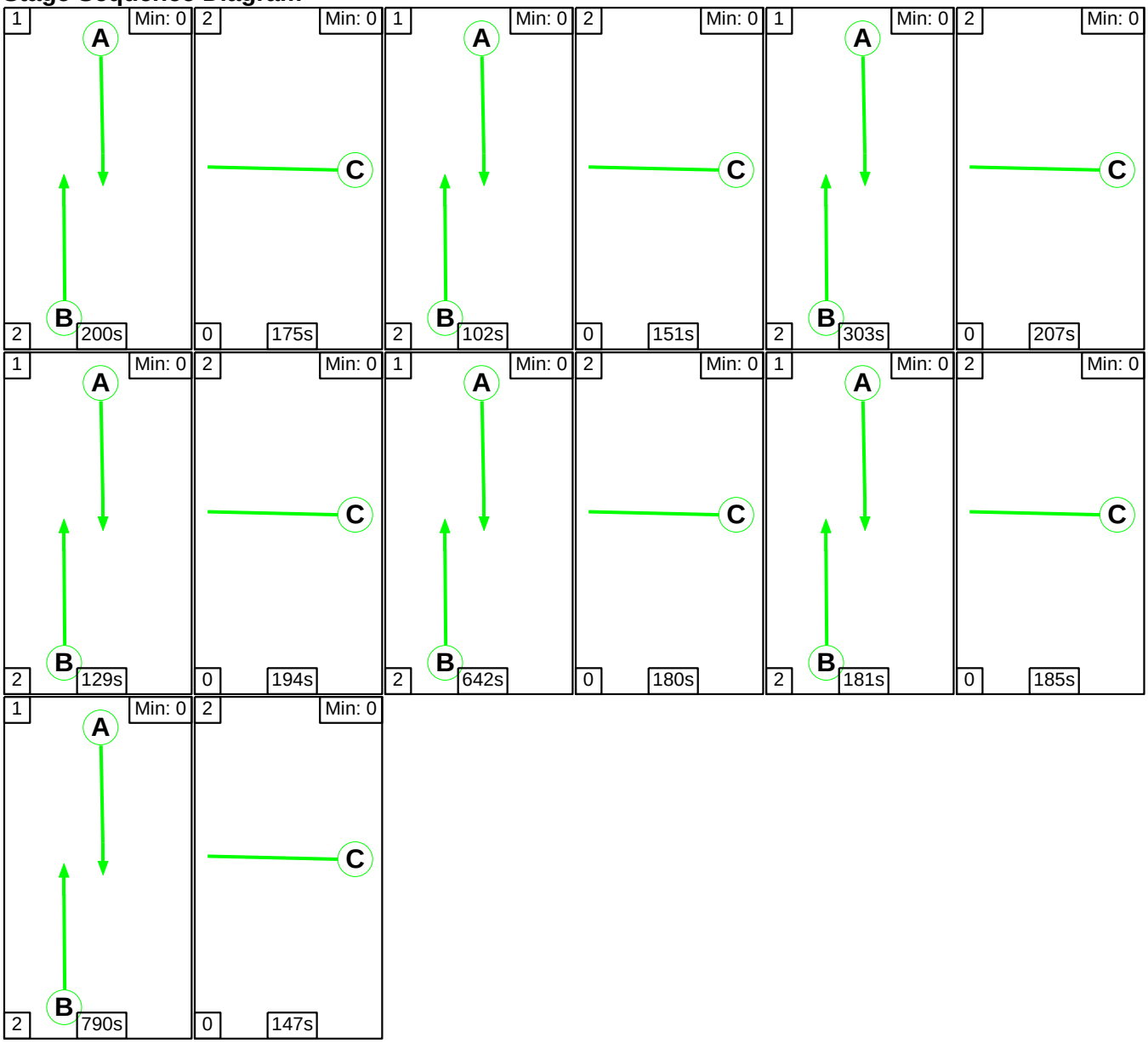
C1 PRC for Signalled Lanes (%): 3437.4 Total Delay for Signalled Lanes (pcuHr): 0.53 Cycle Time (s): 3600

PRC Over All Lanes (%): 3437.4 Total Delay Over All Lanes(pcuHr): 0.53

Full Input Data And Results

Scenario 35: '2036 WD 0600-0700' (FG35: '2036 WD 0600-0700', Plan 6: '7 Trains/Hour')

Stage Sequence Diagram



Stage Timings

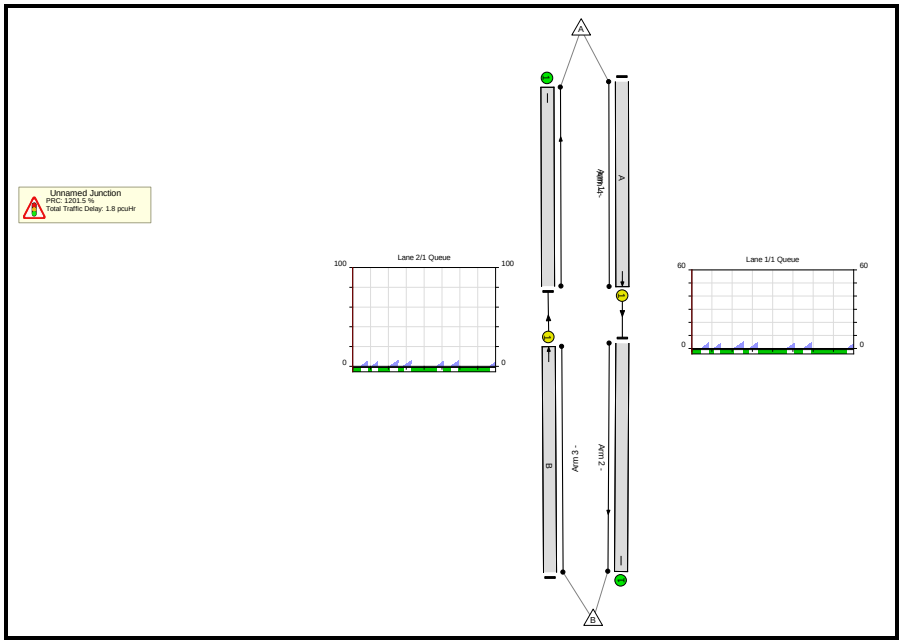
Stage	1	2	1	2	1	2	1	2	1	2
Duration	200	175	102	151	303	207	129	194	642	180
Change Point	0	202	377	481	632	937	1144	1275	1469	2113

Stage	1	2	1	2						
Duration	181	185	790	147						
Change Point	2293	2476	2661	3453						

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**6.9%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**6.9%**
1/1	Ahead	U	N/A	N/A	A		7	2347	-	87	3600	2354	3.7%
2/1	Ahead	U	N/A	N/A	B		7	2347	-	104	2300	1504	6.9%
3/1		U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	104	Inf	Inf	0.0%

Full Input Data And Results

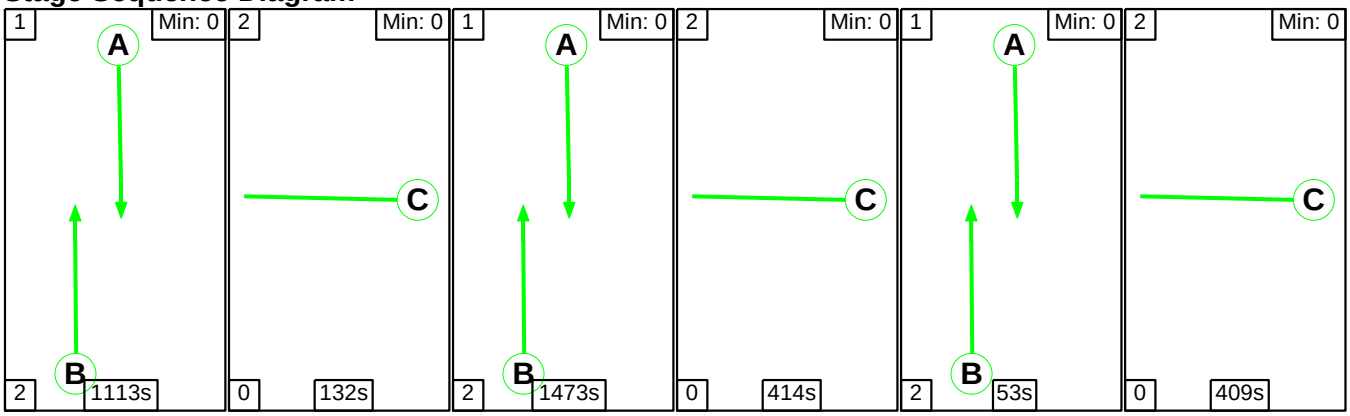
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**1.7**	**0.1**	**0.0**	**1.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**1.7**	**0.1**	**0.0**	**1.8**	**-**	**-**	**-**	**-**
1/1	87	87	-	-	-	0.8	0.0	-	0.8	32.8	5.1	0.0	5.2
2/1	104	104	-	-	-	0.9	0.0	-	1.0	34.0	6.3	0.0	6.3
3/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	104	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1201.5 Total Delay for Signalled Lanes (pcuHr): 1.77 Cycle Time (s): 3600
PRC Over All Lanes (%): 1201.5 Total Delay Over All Lanes(pcuHr): 1.77

Full Input Data And Results

Scenario 36: '2036 WD 0700-0800' (FG36: '2036 WD 0700-0800', Plan 3: '3 Trains/Hour')

Stage Sequence Diagram



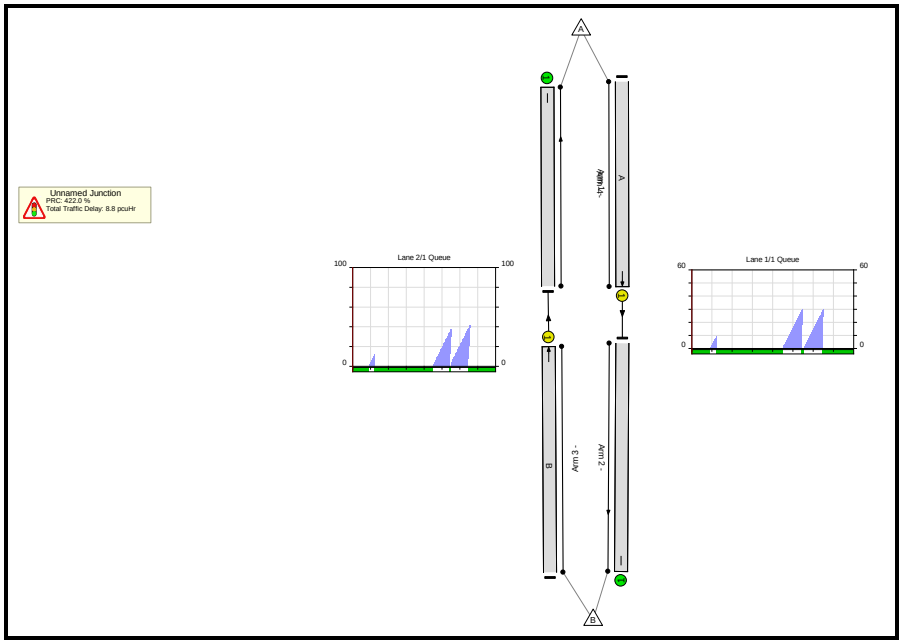
Stage Timings

Stage	1	2	1	2	1	2
Duration	1113	132	1473	414	53	409
Change Point	2899	414	546	2021	2435	2490

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**17.2%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**17.2%**
1/1	Ahead	U	N/A	N/A	A		3	2639	-	244	3600	2642	9.2%
2/1	Ahead	U	N/A	N/A	B		3	2639	-	291	2300	1688	17.2%
3/1		U	N/A	N/A	-		-	-	-	244	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%

Full Input Data And Results

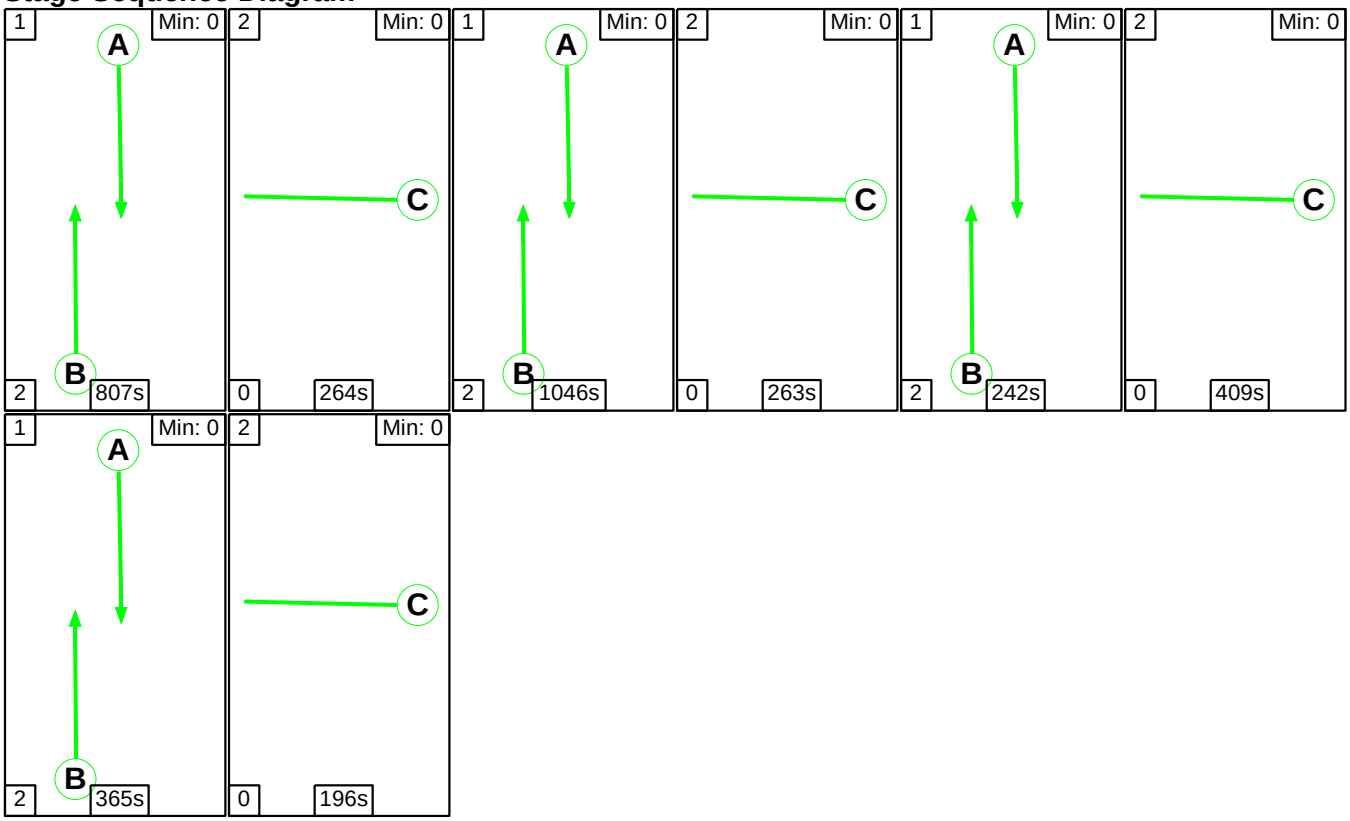
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**8.7**	**0.2**	**0.0**	**8.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**8.7**	**0.2**	**0.0**	**8.8**	**-**	**-**	**-**	**-**
1/1	244	244	-	-	-	3.6	0.1	-	3.7	54.1	30.2	0.1	30.2
2/1	291	291	-	-	-	5.0	0.1	-	5.2	63.7	41.8	0.1	41.9
3/1	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 422.0 Total Delay for Signalled Lanes (pcuHr): 8.82 Cycle Time (s): 3600
PRC Over All Lanes (%): 422.0 Total Delay Over All Lanes(pcuHr): 8.82

Full Input Data And Results

Scenario 37: '2036 WD 0800-0900' (FG37: '2036 WD 0800-0900', Plan 1: '4 Trains/Hour')

Stage Sequence Diagram



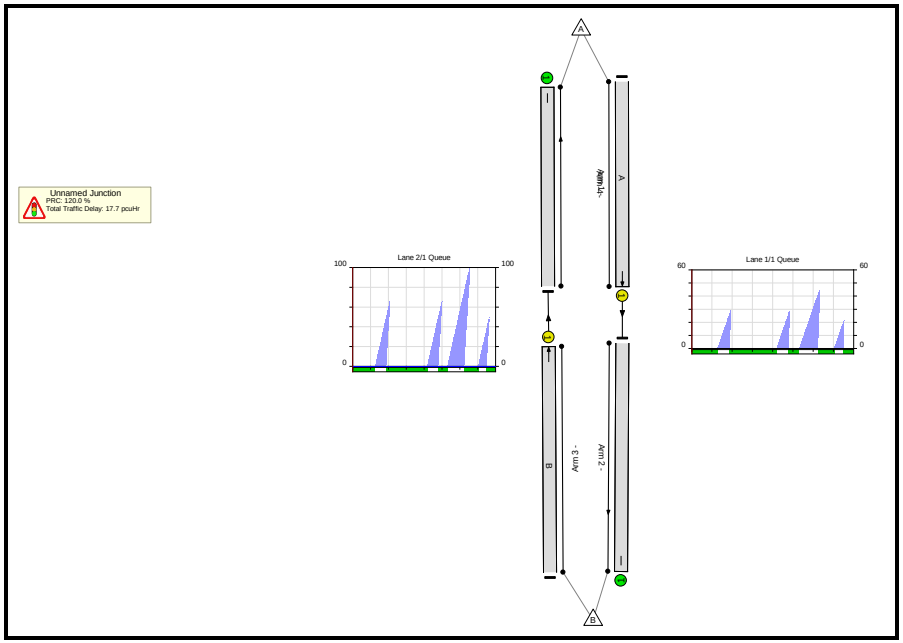
Stage Timings

Stage	1	2	1	2	1	2	1	2
Duration	807	264	1046	263	242	409	365	196
Change Point	3367	576	840	1888	2151	2395	2804	3171

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.9%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.9%**
1/1	Ahead	U	N/A	N/A	A		4	2460	-	357	3600	2464	14.5%
2/1	Ahead	U	N/A	N/A	B		4	2460	-	644	2300	1574	40.9%
3/1		U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	644	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: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**17.3**	**0.4**	**0.0**	**17.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**17.3**	**0.4**	**0.0**	**17.7**	**-**	**-**	**-**	**-**
1/1	357	357	-	-	-	5.3	0.1	-	5.4	54.3	45.1	0.1	45.2
2/1	644	644	-	-	-	12.0	0.3	-	12.3	68.8	101.8	0.3	102.1
3/1	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 120.0
PRC Over All Lanes (%): 120.0

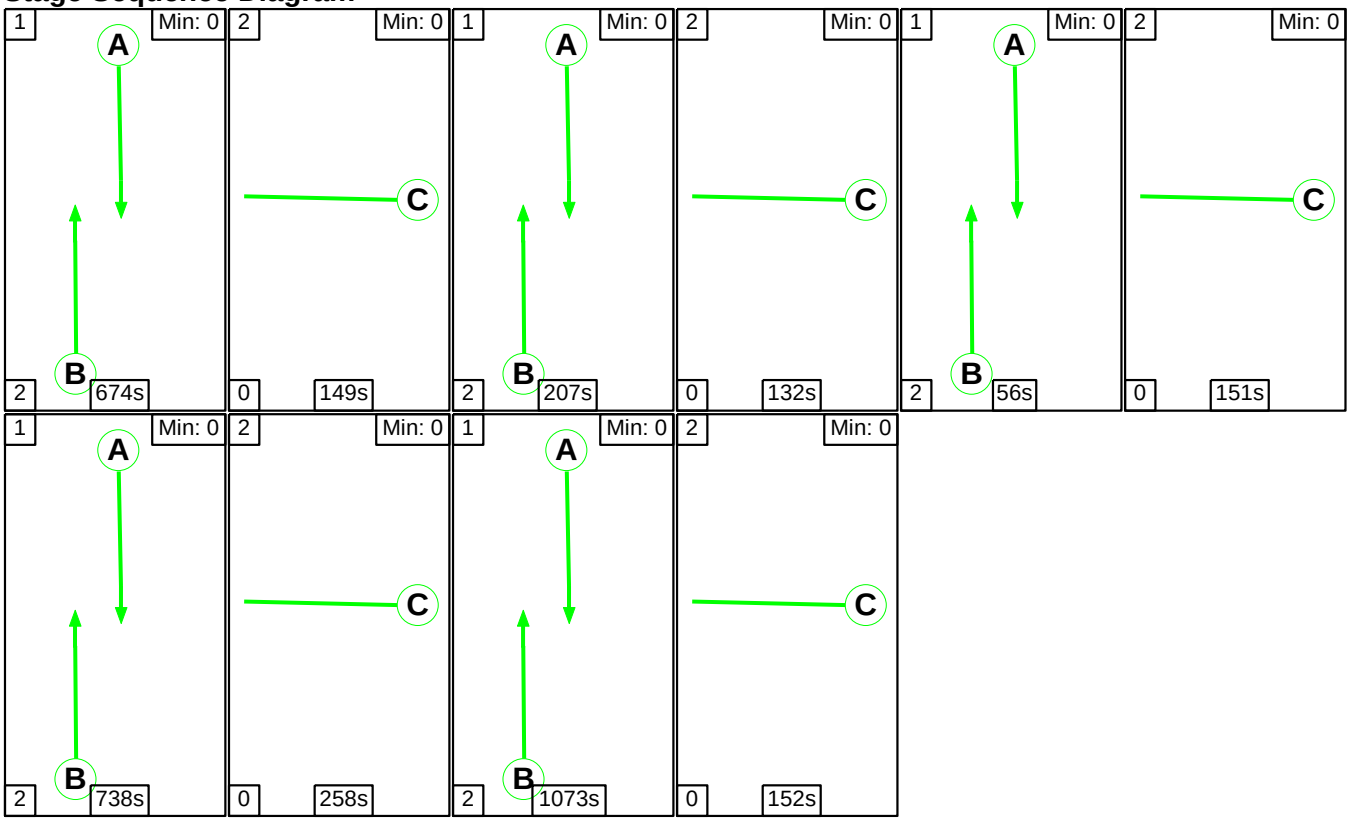
Total Delay for Signalled Lanes (pcuHr): 17.70
Total Delay Over All Lanes(pcuHr): 17.70

Cycle Time (s): 3600

Full Input Data And Results

Scenario 38: '2036 WD 0900-1000' (FG38: '2036 WD 0900-1000', Plan 2: '5 Trains/Hour')

Stage Sequence Diagram



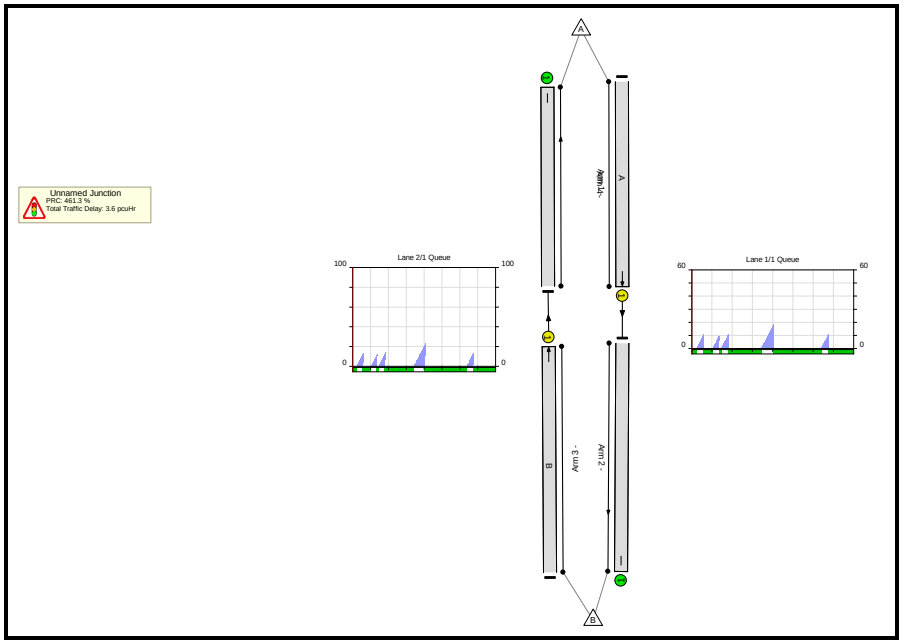
Stage Timings

Stage	1	2	1	2	1	2	1	2	1	2
Duration	674	149	207	132	56	151	738	258	1073	152
Change Point	3035	111	260	469	601	659	810	1550	1808	2883

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**16.0%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**16.0%**
1/1	Ahead	U	N/A	N/A	A		5	2748	-	237	3600	2753	8.6%
2/1	Ahead	U	N/A	N/A	B		5	2748	-	282	2300	1759	16.0%
3/1		U	N/A	N/A	-		-	-	-	237	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%

Full Input Data And Results

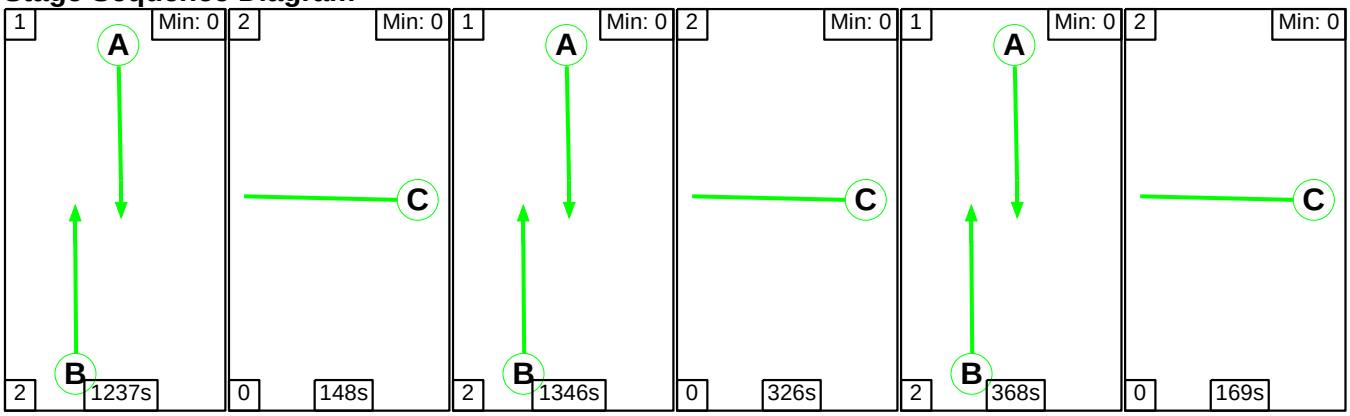
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**3.4**	**0.1**	**0.0**	**3.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**3.4**	**0.1**	**0.0**	**3.6**	**-**	**-**	**-**	**-**
1/1	237	237	-	-	-	1.5	0.0	-	1.6	23.6	18.2	0.0	18.3
2/1	282	282	-	-	-	1.9	0.1	-	2.0	25.6	23.1	0.1	23.2
3/1	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 461.3 Total Delay for Signalled Lanes (pcuHr): 3.55 Cycle Time (s): 3600
PRC Over All Lanes (%): 461.3 Total Delay Over All Lanes(pcuHr): 3.55

Full Input Data And Results

Scenario 39: '2036 WD 1000-1100' (FG39: '2036 WD 1000-1100', Plan 3: '3 Trains/Hour')

Stage Sequence Diagram



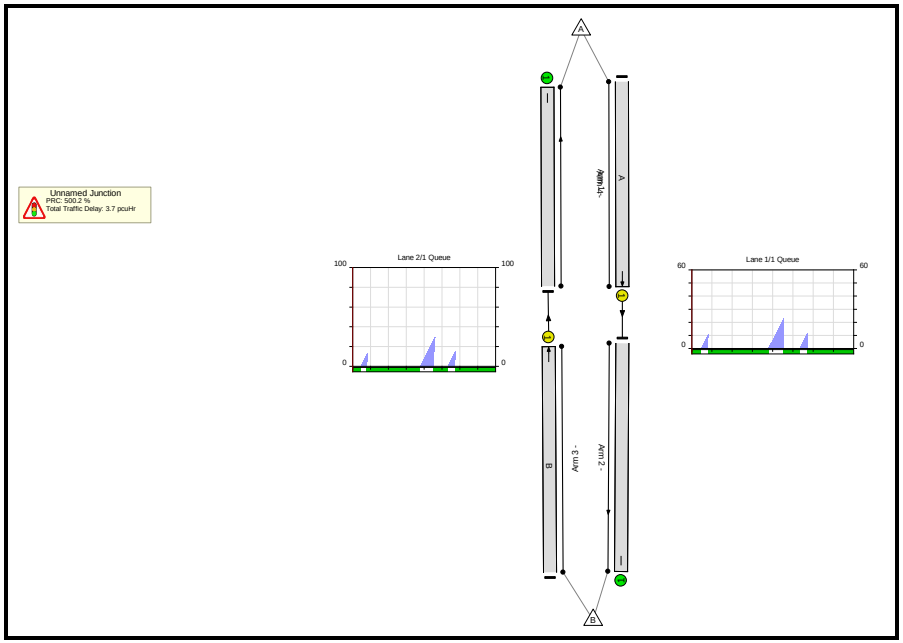
Stage Timings

Stage	1	2	1	2	1	2
Duration	1237	148	1346	326	368	169
Change Point	2570	209	357	1705	2031	2401

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**15.0%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**15.0%**
1/1	Ahead	U	N/A	N/A	A		3	2951	-	238	3600	2954	8.1%
2/1	Ahead	U	N/A	N/A	B		3	2951	-	283	2300	1887	15.0%
3/1		U	N/A	N/A	-		-	-	-	238	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%

Full Input Data And Results

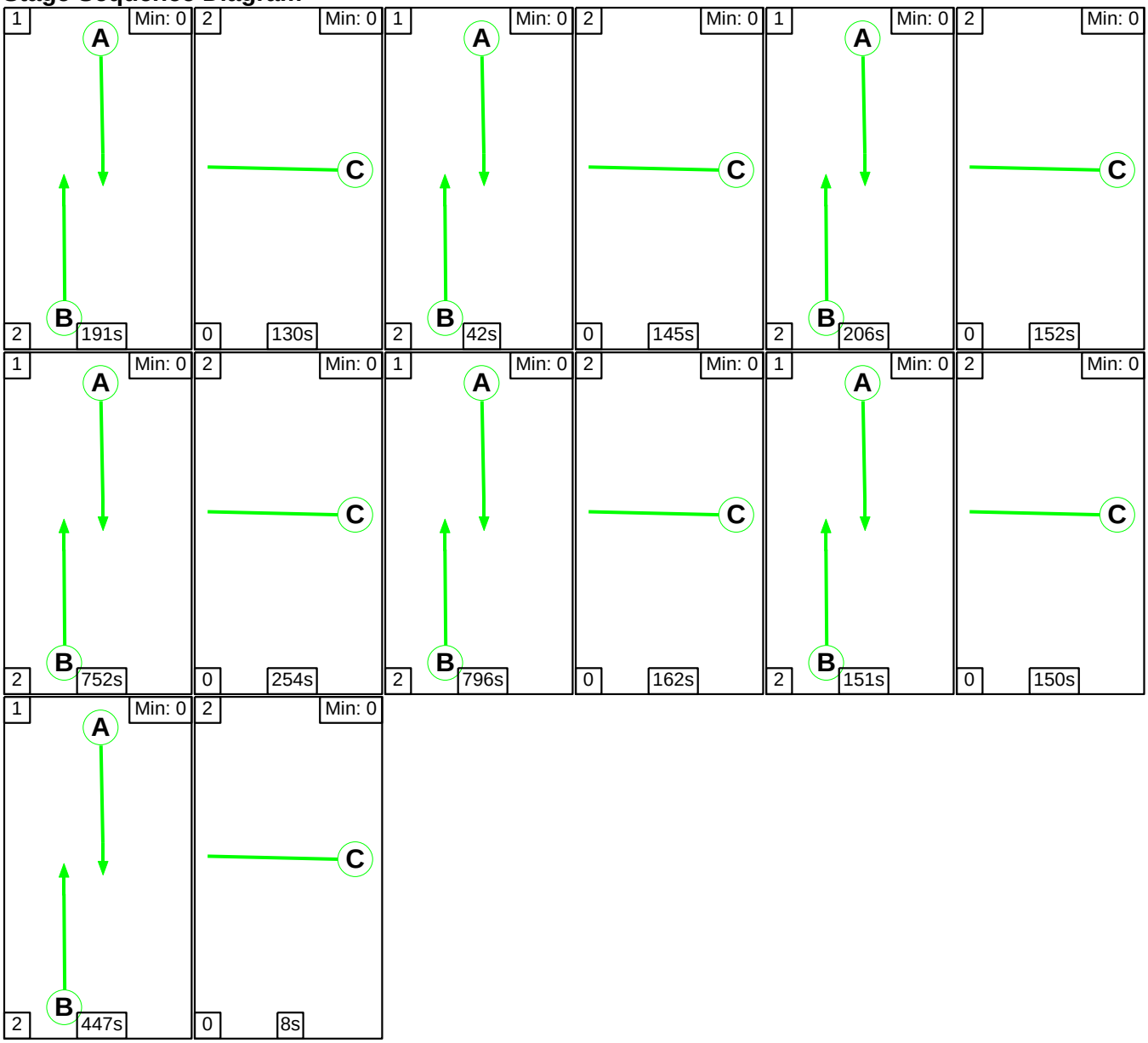
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**3.5**	**0.1**	**0.0**	**3.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**3.5**	**0.1**	**0.0**	**3.7**	**-**	**-**	**-**	**-**
1/1	238	238	-	-	-	1.6	0.0	-	1.6	24.2	23.1	0.0	23.2
2/1	283	283	-	-	-	2.0	0.1	-	2.1	26.2	29.2	0.1	29.3
3/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 500.2 Total Delay for Signalled Lanes (pcuHr): 3.65 Cycle Time (s): 3600
PRC Over All Lanes (%): 500.2 Total Delay Over All Lanes(pcuHr): 3.65

Full Input Data And Results

Scenario 40: '2036 WD 1100-1200' (FG40: '2036 WD 1100-1200', Plan 6: '7 Trains/Hour')

Stage Sequence Diagram



Stage Timings

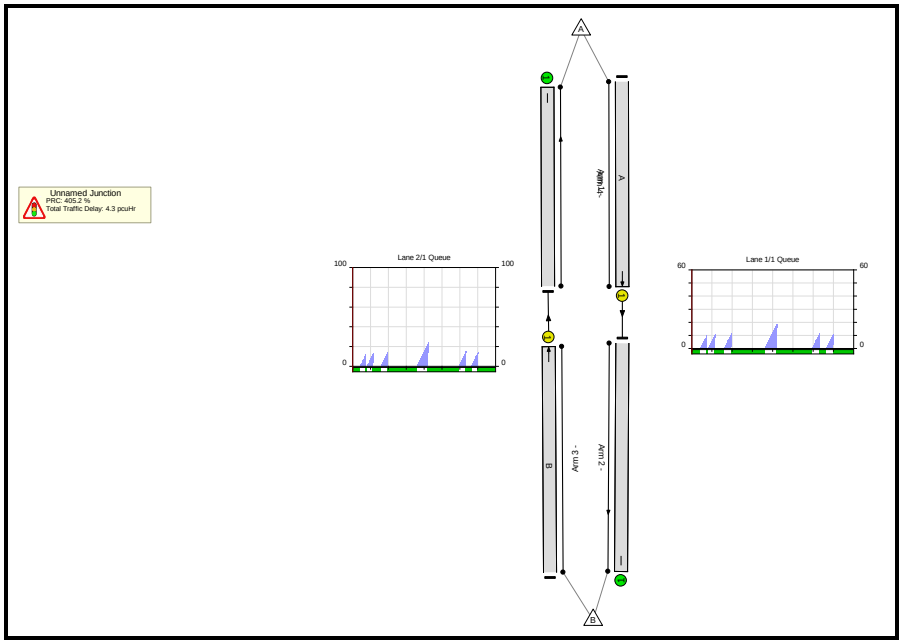
Stage	1	2	1	2	1	2	1	2	1	2
Duration	191	130	42	145	206	152	752	254	796	162
Change Point	0	193	323	367	512	720	872	1626	1880	2678

Stage	1	2	1	2						
Duration	151	150	447	8						
Change Point	2840	2993	3143	3592						

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**17.8%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**17.8%**
1/1	Ahead	U	N/A	N/A	A		7	2585	-	248	3600	2592	9.6%
2/1	Ahead	U	N/A	N/A	B		7	2585	-	295	2300	1656	17.8%
3/1		U	N/A	N/A	-		-	-	-	248	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%

Full Input Data And Results

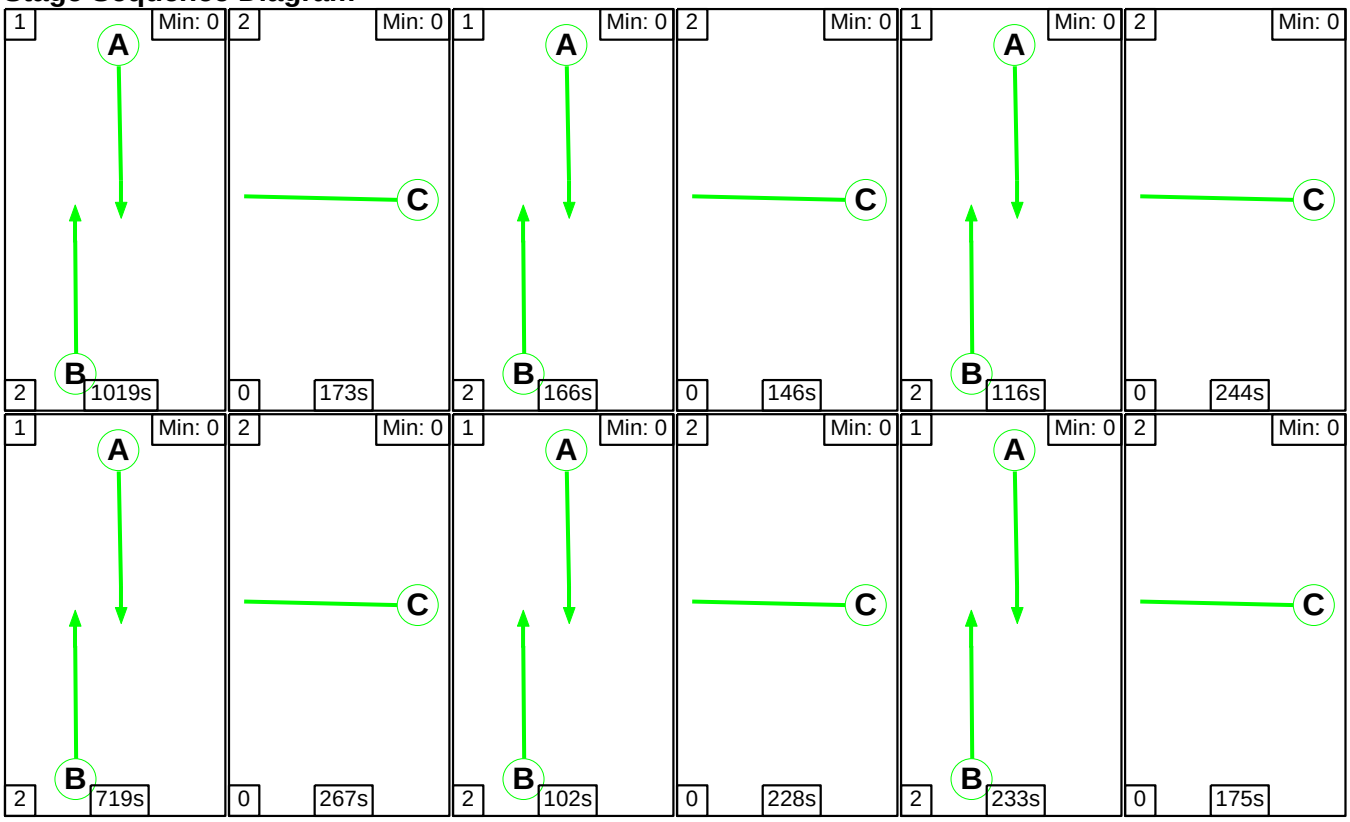
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**4.1**	**0.2**	**0.0**	**4.3**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**4.1**	**0.2**	**0.0**	**4.3**	**-**	**-**	**-**	**-**
1/1	248	248	-	-	-	1.8	0.1	-	1.9	27.1	18.8	0.1	18.9
2/1	295	295	-	-	-	2.3	0.1	-	2.4	29.4	23.9	0.1	24.0
3/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 405.2 Total Delay for Signalled Lanes (pcuHr): 4.28 Cycle Time (s): 3600
PRC Over All Lanes (%): 405.2 Total Delay Over All Lanes(pcuHr): 4.28

Full Input Data And Results

Scenario 41: '2036 WD 1200-1300' (FG41: '2036 WD 1200-1300', Plan 4: '6 Trains/Hour')

Stage Sequence Diagram



Stage Timings

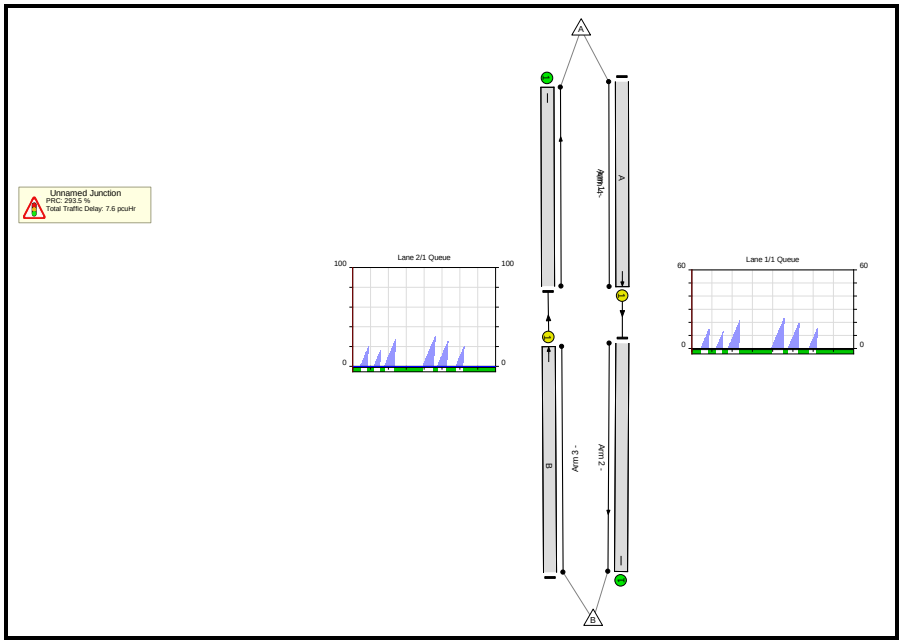
Stage	1	2	1	2	1	2	1	2	1	2
Duration	1019	173	166	146	116	244	719	267	102	228
Change Point	2779	200	373	541	687	805	1049	1770	2037	2141

Stage	1	2								
Duration	233	175								
Change Point	2369	2604								

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**22.9%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**22.9%**
1/1	Ahead	U	N/A	N/A	A		6	2355	-	289	3600	2361	12.2%
2/1	Ahead	U	N/A	N/A	B		6	2355	-	345	2300	1508	22.9%
3/1		U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%

Full Input Data And Results

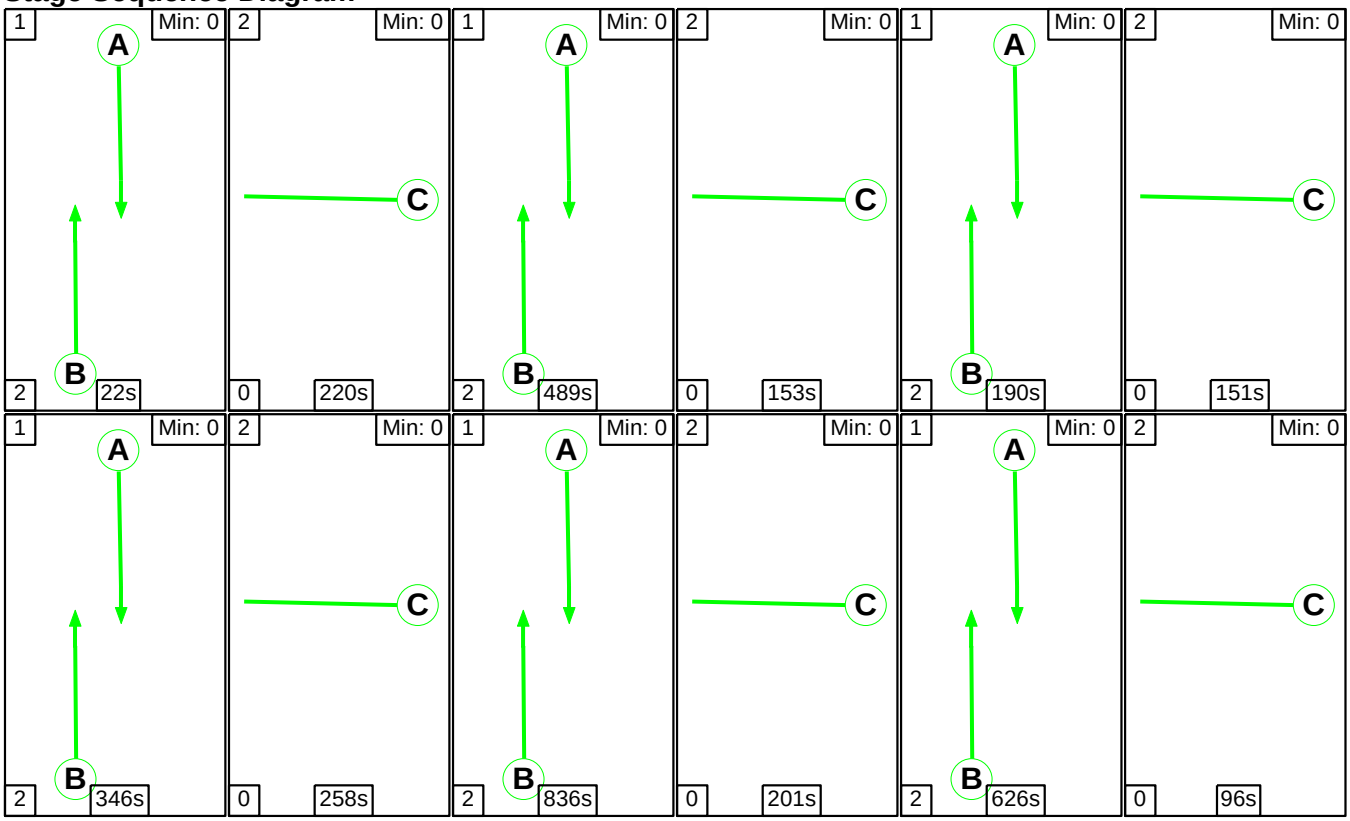
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**7.4**	**0.2**	**0.0**	**7.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**7.4**	**0.2**	**0.0**	**7.6**	**-**	**-**	**-**	**-**
1/1	289	289	-	-	-	3.2	0.1	-	3.3	41.2	23.4	0.1	23.4
2/1	345	345	-	-	-	4.2	0.1	-	4.3	45.2	30.2	0.1	30.3
3/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 293.5 Total Delay for Signalled Lanes (pcuHr): 7.64 Cycle Time (s): 3600
PRC Over All Lanes (%): 293.5 Total Delay Over All Lanes(pcuHr): 7.64

Full Input Data And Results

Scenario 42: '2036 WD 1300-1400' (FG42: '2036 WD 1300-1400', Plan 4: '6 Trains/Hour')

Stage Sequence Diagram



Stage Timings

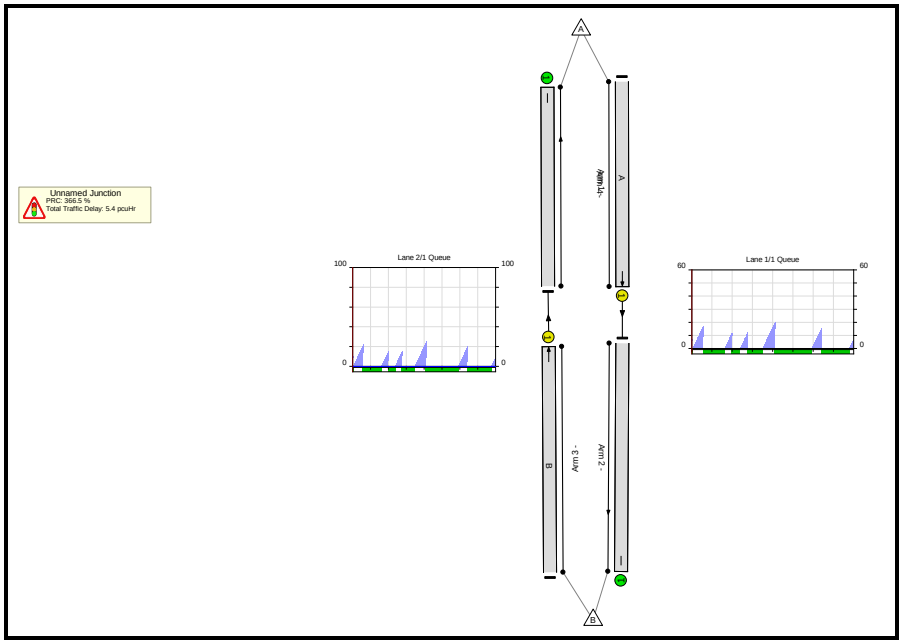
Stage	1	2	1	2	1	2	1	2	1	2
Duration	22	220	489	153	190	151	346	258	836	201
Change Point	0	24	244	735	888	1080	1231	1579	1837	2675

Stage	1	2								
Duration	626	96								
Change Point	2876	3504								

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**19.3%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**19.3%**
1/1	Ahead	U	N/A	N/A	A		6	2509	-	260	3600	2515	10.3%
2/1	Ahead	U	N/A	N/A	B		6	2509	-	310	2300	1607	19.3%
3/1		U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%

Full Input Data And Results

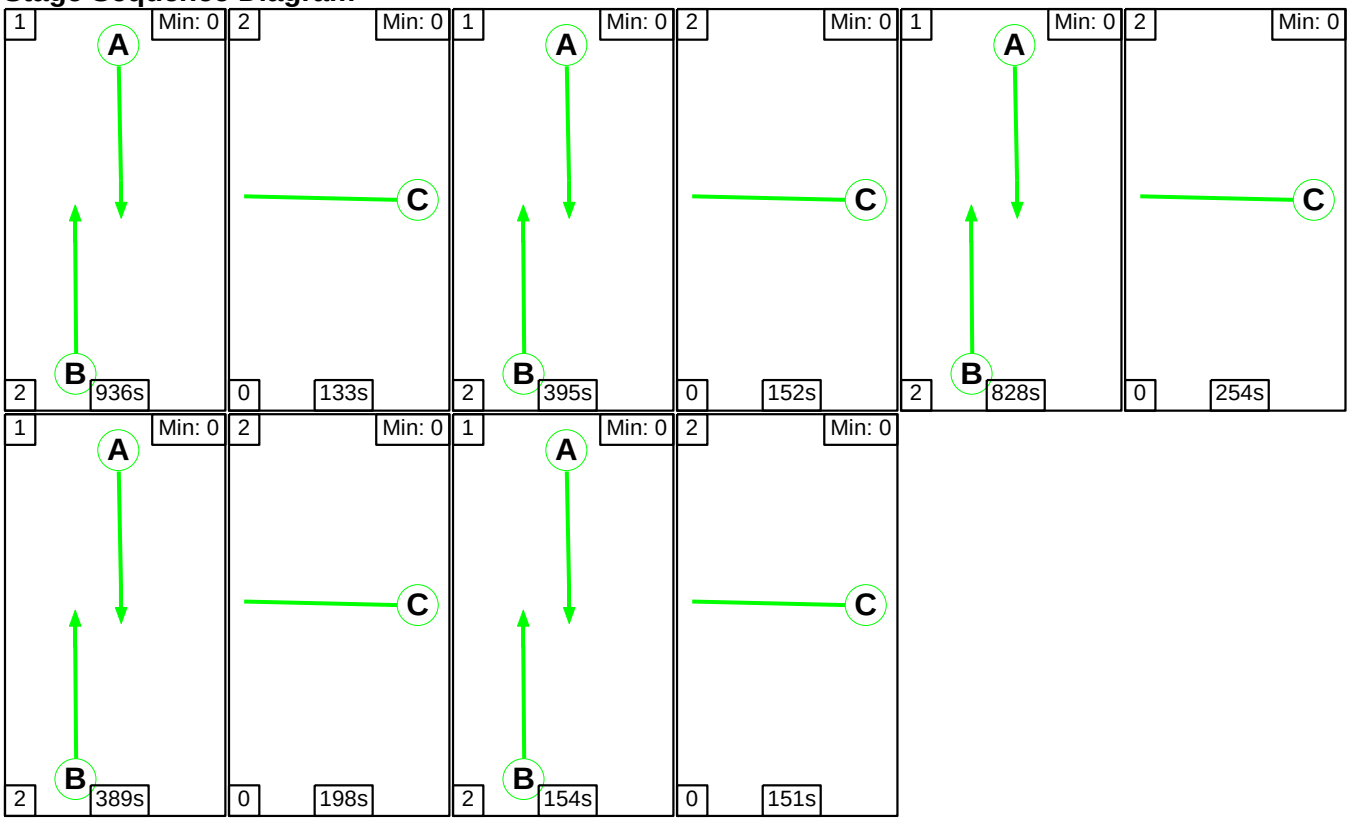
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**5.2**	**0.2**	**0.0**	**5.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**5.2**	**0.2**	**0.0**	**5.4**	**-**	**-**	**-**	**-**
1/1	260	260	-	-	-	2.3	0.1	-	2.4	32.7	20.1	0.1	20.2
2/1	310	310	-	-	-	2.9	0.1	-	3.1	35.6	25.7	0.1	25.9
3/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 366.5 Total Delay for Signalled Lanes (pcuHr): 5.42 Cycle Time (s): 3600
PRC Over All Lanes (%): 366.5 Total Delay Over All Lanes(pcuHr): 5.42

Full Input Data And Results

Scenario 43: '2036 WD 1400-1500' (FG43: '2036 WD 1400-1500', Plan 2: '5 Trains/Hour')

Stage Sequence Diagram



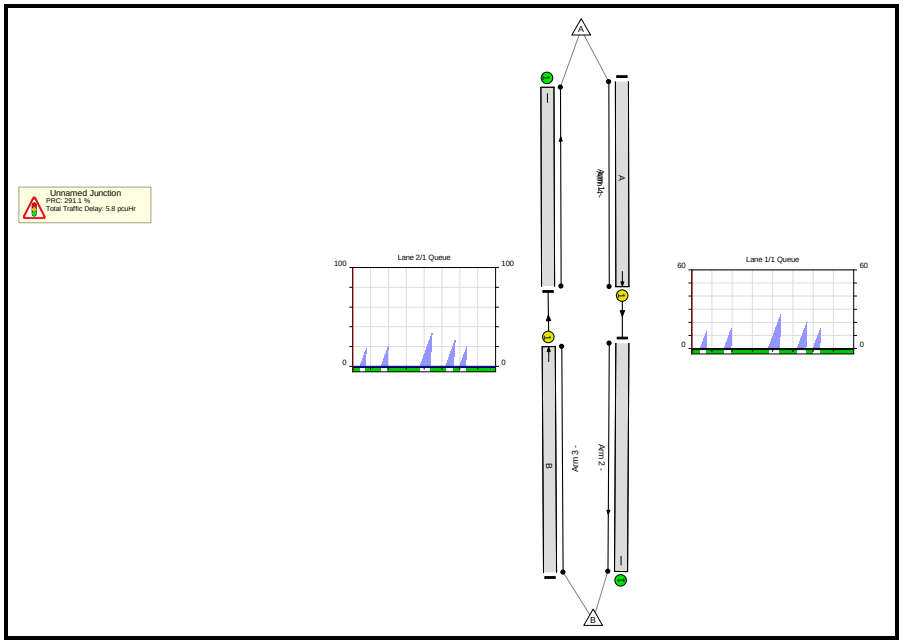
Stage Timings

Stage	1	2	1	2	1	2	1	2	1	2
Duration	936	133	395	152	828	254	389	198	154	151
Change Point	2851	189	322	719	871	1701	1955	2346	2544	2700

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**23.0%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**23.0%**
1/1	Ahead	U	N/A	N/A	A		5	2702	-	333	3600	2707	12.3%
2/1	Ahead	U	N/A	N/A	B		5	2702	-	398	2300	1729	23.0%
3/1		U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%

Full Input Data And Results

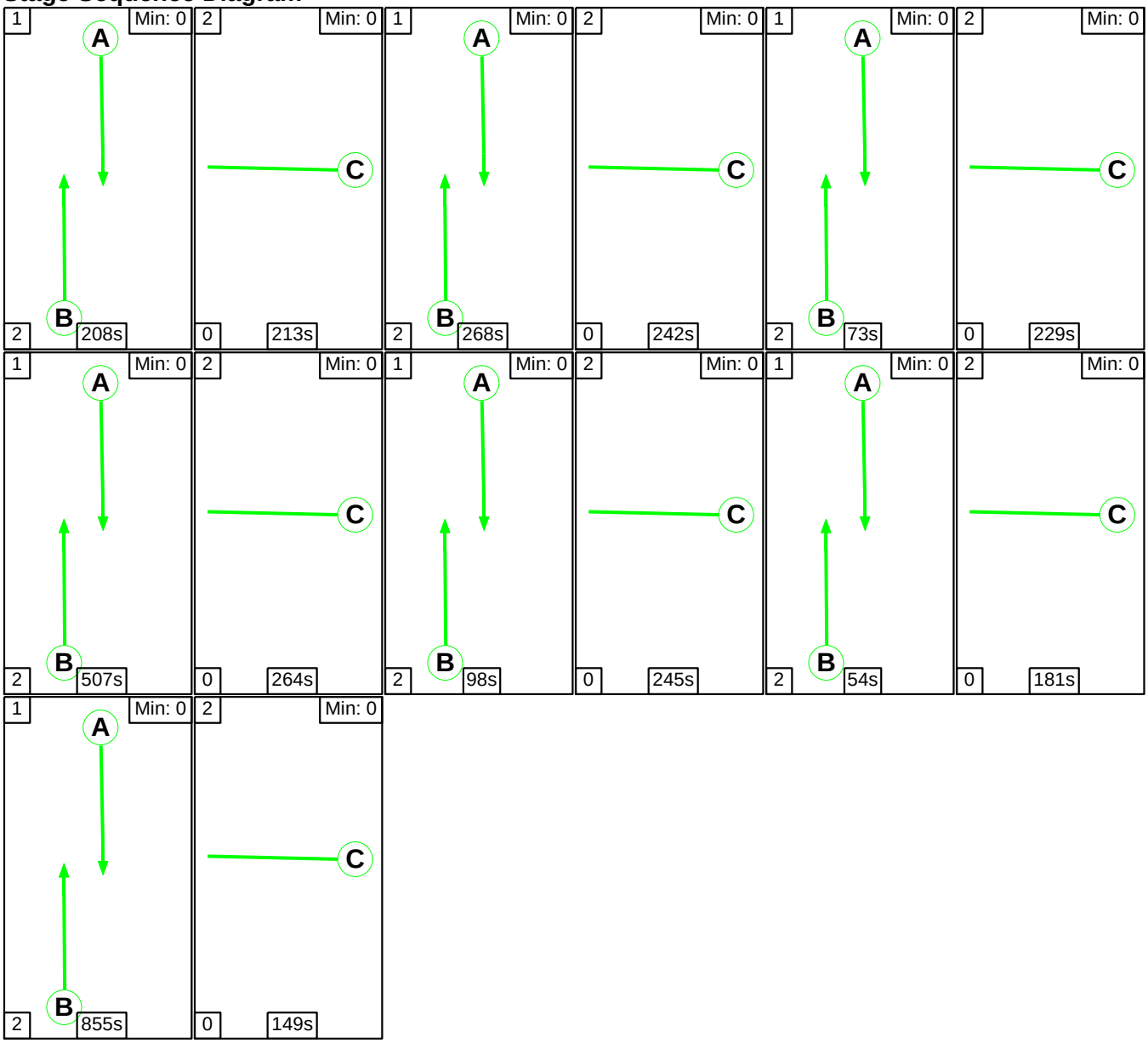
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**5.5**	**0.2**	**0.0**	**5.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**5.5**	**0.2**	**0.0**	**5.8**	**-**	**-**	**-**	**-**
1/1	333	333	-	-	-	2.4	0.1	-	2.5	26.6	25.9	0.1	26.0
2/1	398	398	-	-	-	3.1	0.1	-	3.3	29.8	34.1	0.1	34.2
3/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 291.1 Total Delay for Signalled Lanes (pcuHr): 5.75 Cycle Time (s): 3600
PRC Over All Lanes (%): 291.1 Total Delay Over All Lanes(pcuHr): 5.75

Full Input Data And Results

Scenario 44: '2036 WD 1500-1600' (FG44: '2036 WD 1500-1600', Plan 6: '7 Trains/Hour')

Stage Sequence Diagram



Stage Timings

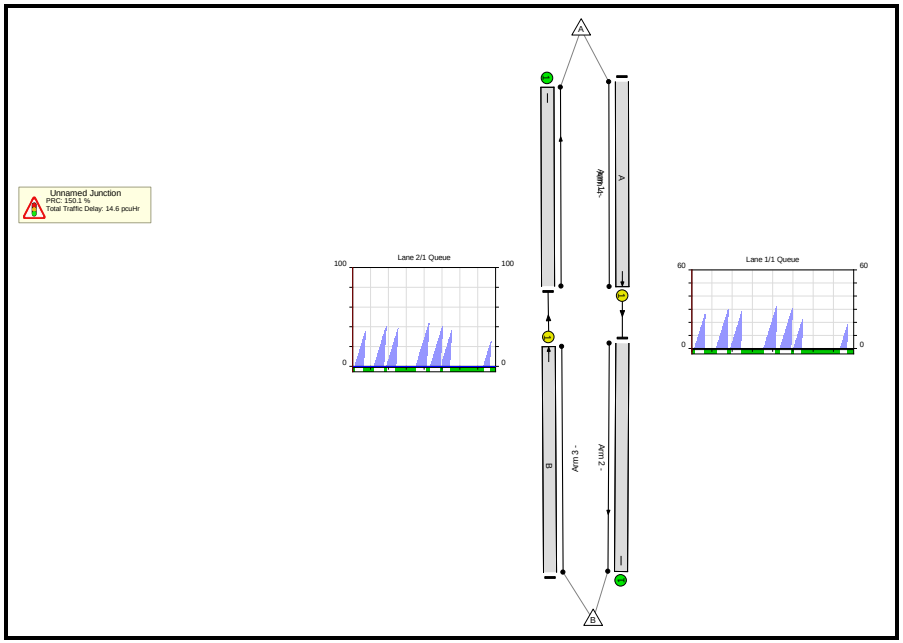
Stage	1	2	1	2	1	2	1	2	1	2
Duration	208	213	268	242	73	229	507	264	98	245
Change Point	3451	61	274	544	786	861	1090	1599	1863	1963

Stage	1	2	1	2						
Duration	54	181	855	149						
Change Point	2208	2264	2445	3302						

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**36.0%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**36.0%**
1/1	Ahead	U	N/A	N/A	A		7	2063	-	399	3600	2070	19.3%
2/1	Ahead	U	N/A	N/A	B		7	2063	-	476	2300	1322	36.0%
3/1		U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%

Full Input Data And Results

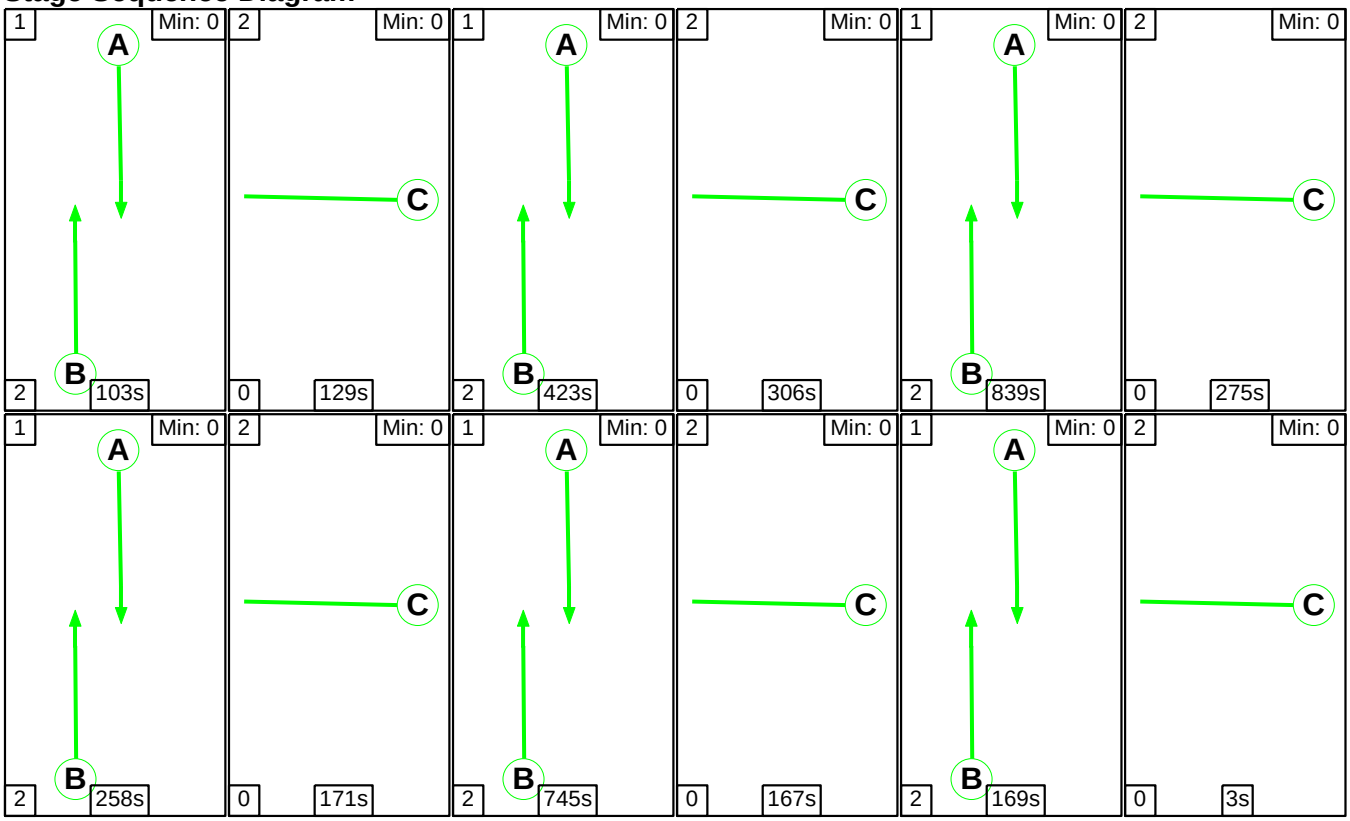
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**14.2**	**0.4**	**0.0**	**14.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**14.2**	**0.4**	**0.0**	**14.6**	**-**	**-**	**-**	**-**
1/1	399	399	-	-	-	6.0	0.1	-	6.1	54.8	33.0	0.1	33.1
2/1	476	476	-	-	-	8.3	0.3	-	8.5	64.6	44.2	0.3	44.4
3/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 150.1 Total Delay for Signalled Lanes (pcuHr): 14.62 Cycle Time (s): 3600
PRC Over All Lanes (%): 150.1 Total Delay Over All Lanes(pcuHr): 14.62

Full Input Data And Results

Scenario 45: '2036 WD 1600-1700' (FG45: '2036 WD 1600-1700', Plan 4: '6 Trains/Hour')

Stage Sequence Diagram



Stage Timings

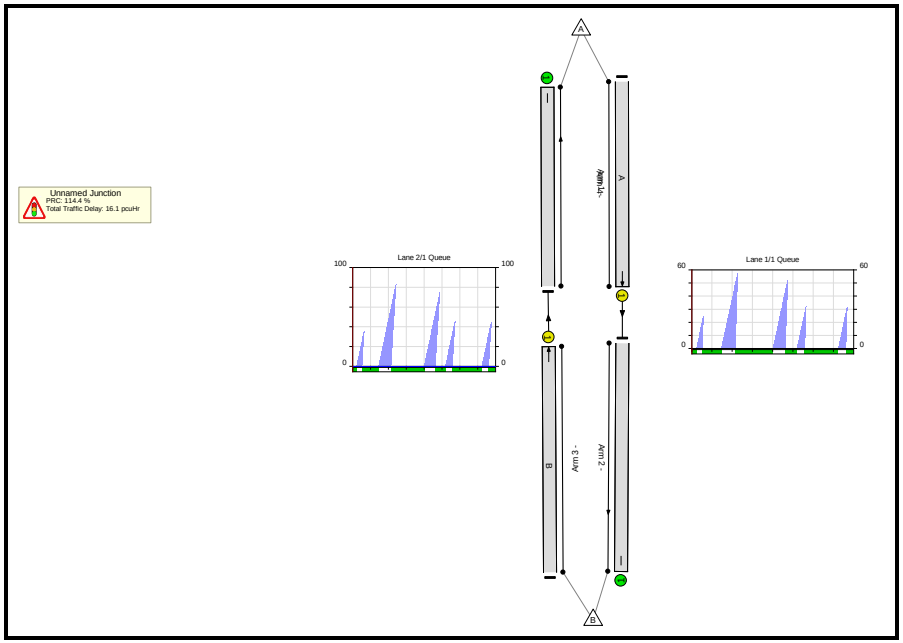
Stage	1	2	1	2	1	2	1	2	1	2
Duration	103	129	423	306	839	275	258	171	745	167
Change Point	1	106	235	660	966	1807	2082	2342	2513	3260

Stage	1	2								
Duration	169	3								
Change Point	3427	3598								

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**42.0%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**42.0%**
1/1	Ahead	U	N/A	N/A	A		6	2537	-	572	3600	2543	22.5%
2/1	Ahead	U	N/A	N/A	B		6	2537	-	682	2300	1625	42.0%
3/1		U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	682	Inf	Inf	0.0%

Full Input Data And Results

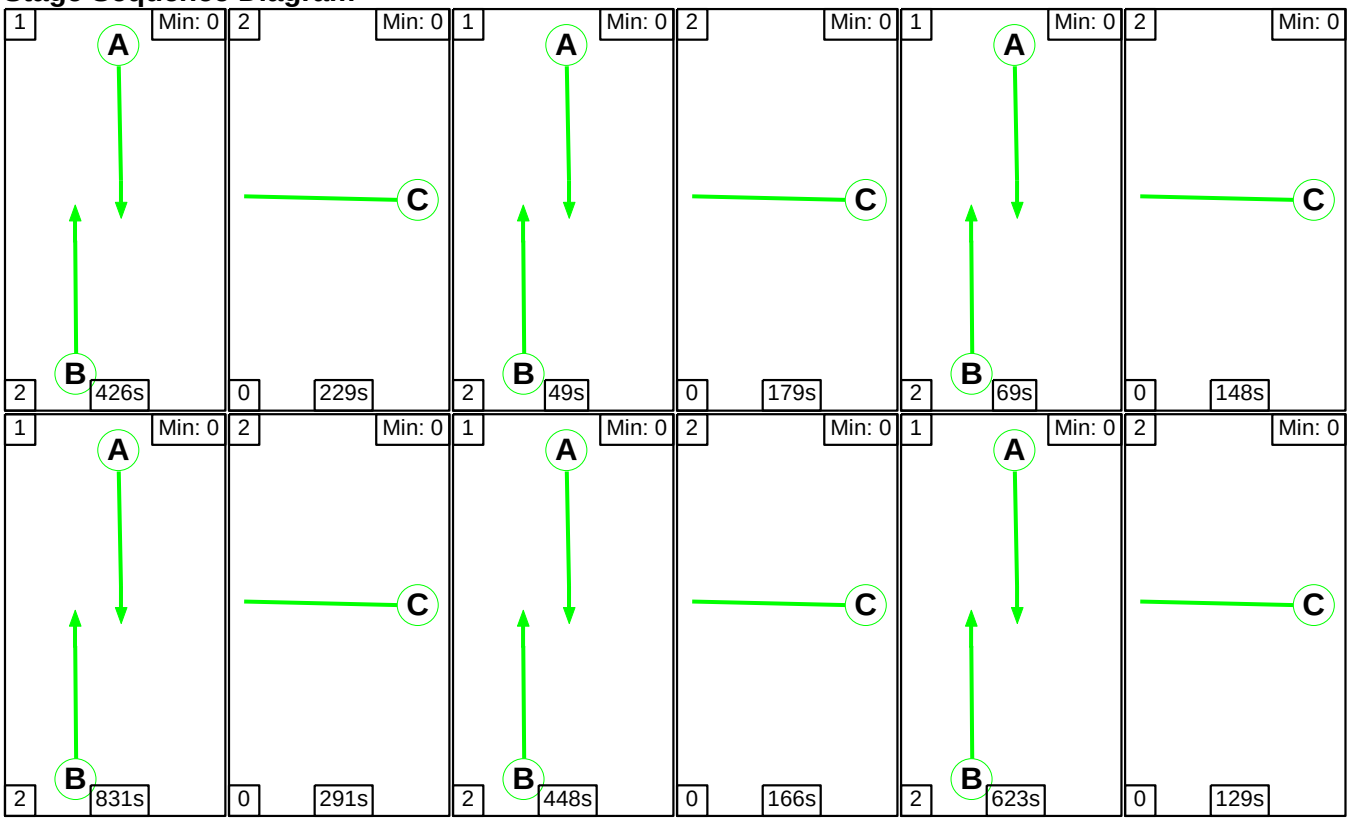
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**15.6**	**0.5**	**0.0**	**16.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**15.6**	**0.5**	**0.0**	**16.1**	**-**	**-**	**-**	**-**
1/1	572	572	-	-	-	6.4	0.1	-	6.6	41.4	57.8	0.1	58.0
2/1	682	682	-	-	-	9.2	0.4	-	9.5	50.3	82.6	0.4	83.0
3/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 114.4 Total Delay for Signalled Lanes (pcuHr): 16.11 Cycle Time (s): 3600
PRC Over All Lanes (%): 114.4 Total Delay Over All Lanes(pcuHr): 16.11

Full Input Data And Results

Scenario 46: '2036 WD 1700-1800' (FG46: '2036 WD 1700-1800', Plan 4: '6 Trains/Hour')

Stage Sequence Diagram



Stage Timings

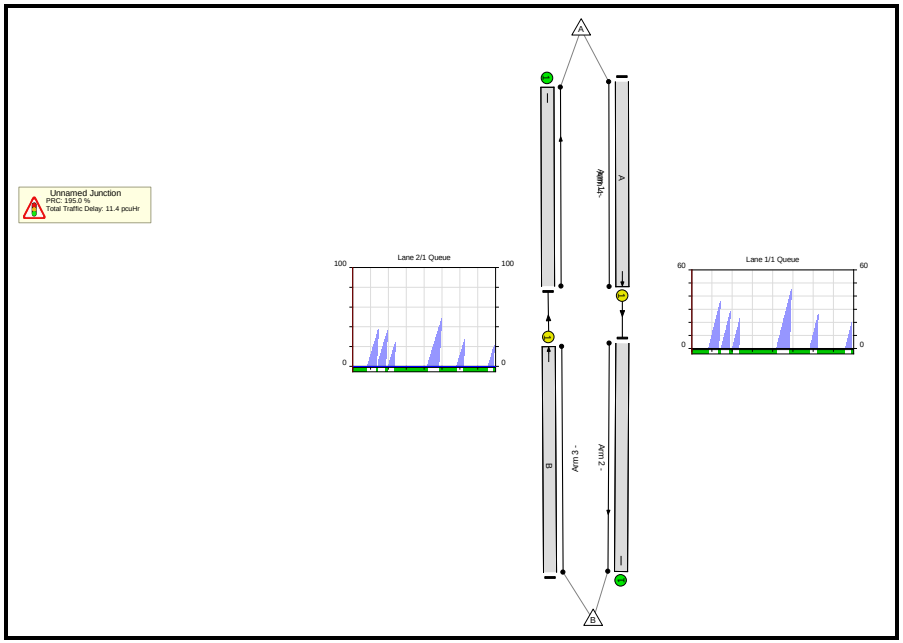
Stage	1	2	1	2	1	2	1	2	1	2
Duration	426	229	49	179	69	148	831	291	448	166
Change Point	3544	372	601	652	831	902	1050	1883	2174	2624

Stage	1	2								
Duration	623	129								
Change Point	2790	3415								

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**30.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**30.5%**
1/1	Ahead	U	N/A	N/A	A		6	2446	-	488	3600	2452	19.9%
2/1	Ahead	U	N/A	N/A	B		6	2446	-	478	2300	1567	30.5%
3/1		U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%

Full Input Data And Results

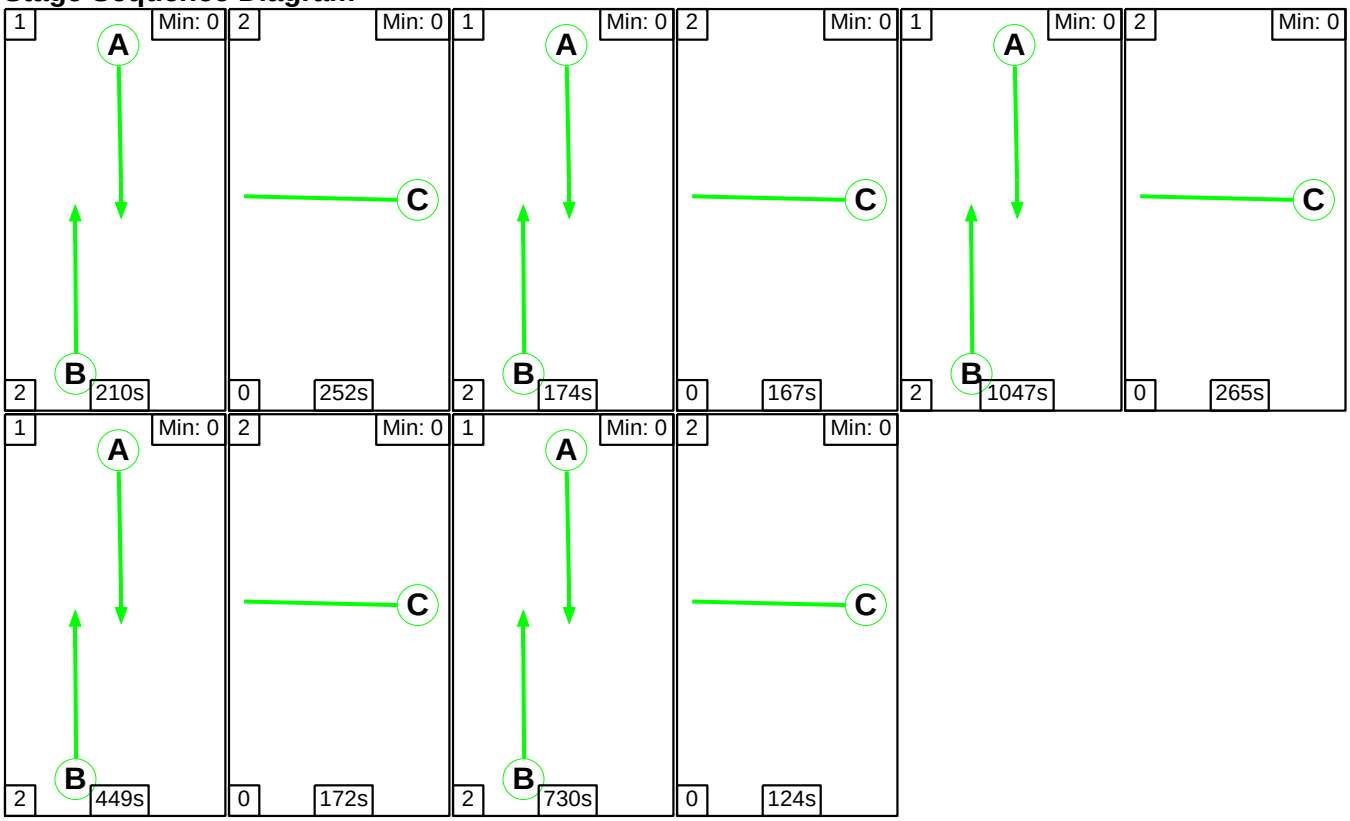
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**11.0**	**0.3**	**0.0**	**11.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**11.0**	**0.3**	**0.0**	**11.4**	**-**	**-**	**-**	**-**
1/1	488	488	-	-	-	5.2	0.1	-	5.3	39.1	45.7	0.1	45.8
2/1	478	478	-	-	-	5.9	0.2	-	6.1	45.8	48.9	0.2	49.1
3/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 195.0 Total Delay for Signalled Lanes (pcuHr): 11.38 Cycle Time (s): 3600
PRC Over All Lanes (%): 195.0 Total Delay Over All Lanes(pcuHr): 11.38

Full Input Data And Results

Scenario 47: '2036 WD 1800-1900' (FG47: '2036 WD 1800-1900', Plan 2: '5 Trains/Hour')

Stage Sequence Diagram



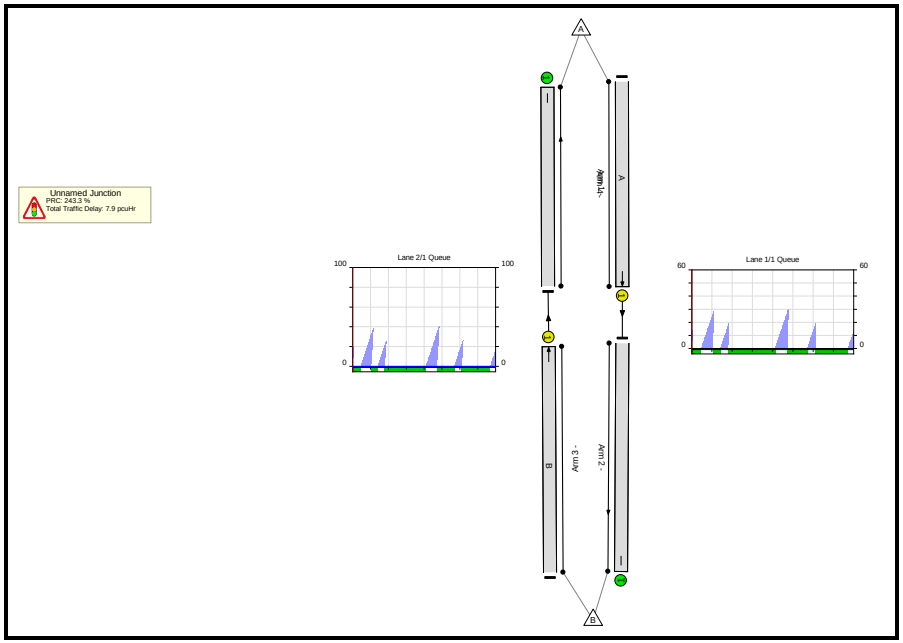
Stage Timings

Stage	1	2	1	2	1	2	1	2	1	2
Duration	210	252	174	167	1047	265	449	172	730	124
Change Point	0	212	464	640	807	1856	2121	2572	2744	3476

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**26.2%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**26.2%**
1/1	Ahead	U	N/A	N/A	A		5	2610	-	367	3600	2615	14.0%
2/1	Ahead	U	N/A	N/A	B		5	2610	-	438	2300	1671	26.2%
3/1		U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%

Full Input Data And Results

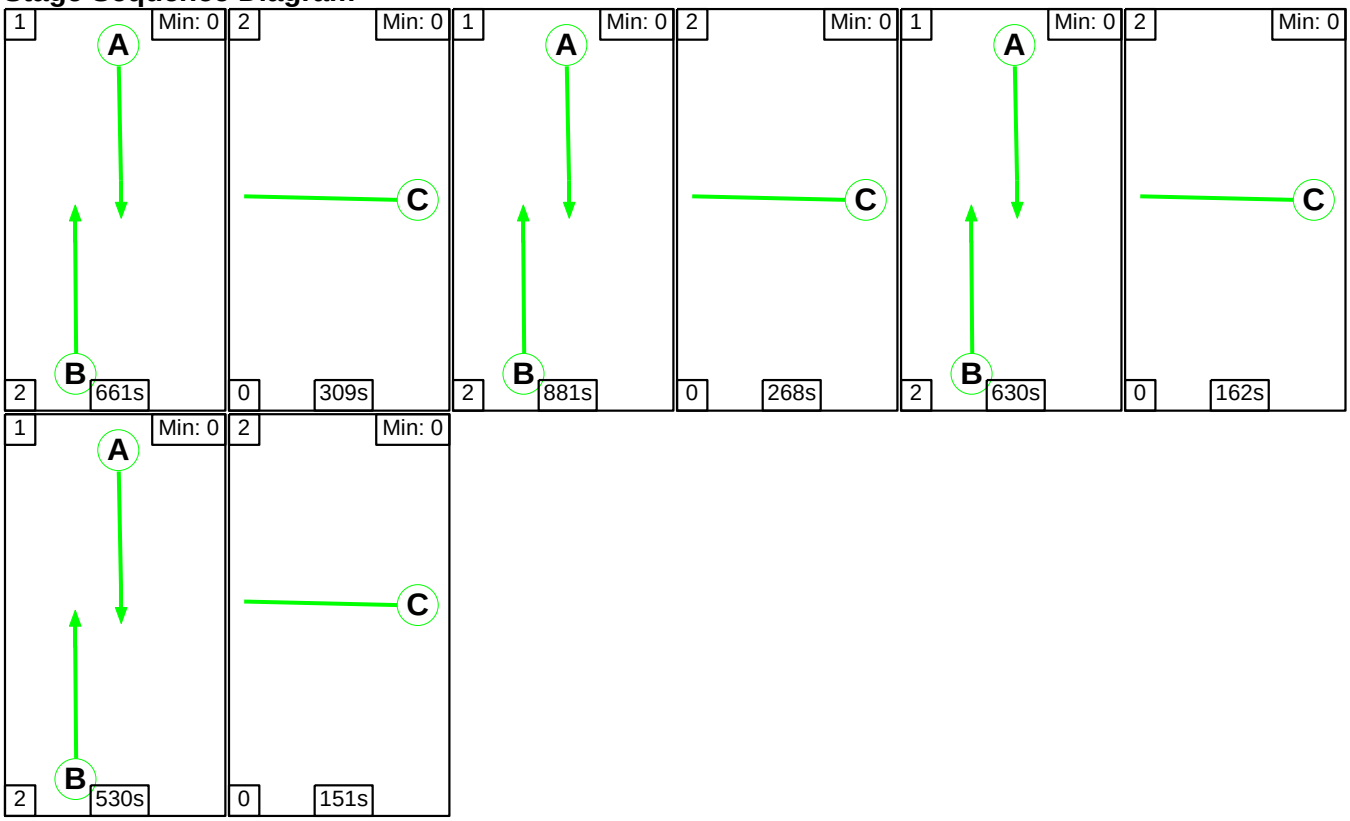
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**7.6**	**0.3**	**0.0**	**7.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**7.6**	**0.3**	**0.0**	**7.9**	**-**	**-**	**-**	**-**
1/1	367	367	-	-	-	3.3	0.1	-	3.4	33.1	30.2	0.1	30.3
2/1	438	438	-	-	-	4.4	0.2	-	4.5	37.2	39.9	0.2	40.1
3/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 243.3 Total Delay for Signalled Lanes (pcuHr): 7.90 Cycle Time (s): 3600
PRC Over All Lanes (%): 243.3 Total Delay Over All Lanes(pcuHr): 7.90

Full Input Data And Results

Scenario 48: '2036 WD 1900-2000' (FG48: '2036 WD 1900-2000', Plan 1: '4 Trains/Hour')

Stage Sequence Diagram



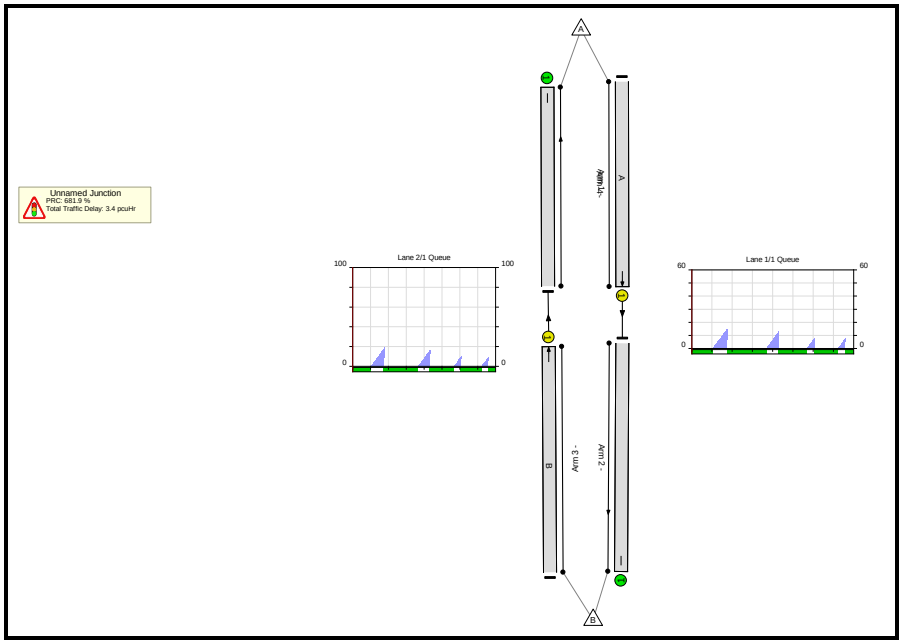
Stage Timings

Stage	1	2	1	2	1	2	1	2
Duration	661	309	881	268	630	162	530	151
Change Point	3407	470	779	1662	1930	2562	2724	3256

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**11.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**11.5%**
1/1	Ahead	U	N/A	N/A	A		4	2702	-	167	3600	2706	6.2%
2/1	Ahead	U	N/A	N/A	B		4	2702	-	199	2300	1729	11.5%
3/1		U	N/A	N/A	-		-	-	-	167	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%

Full Input Data And Results

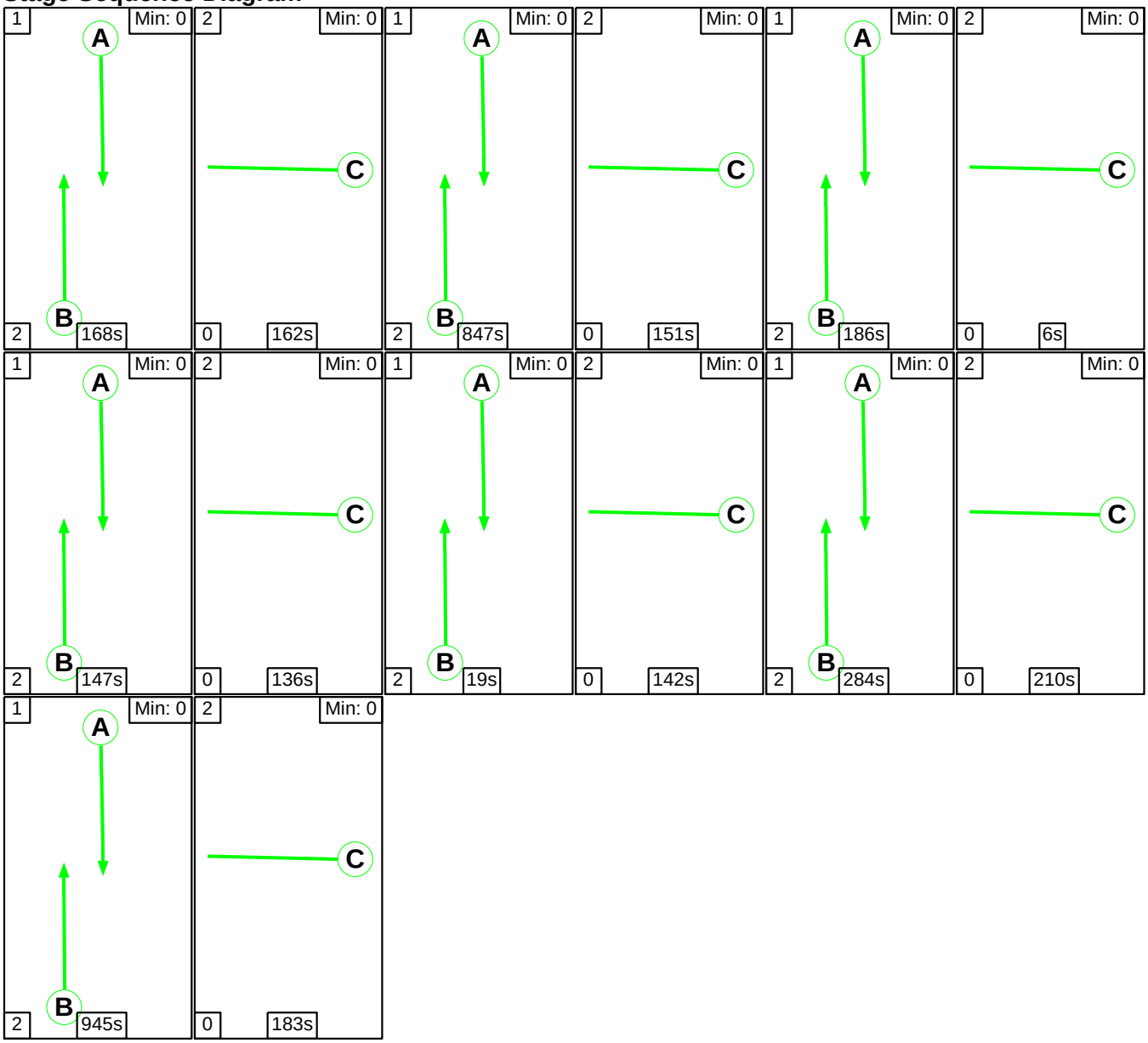
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**3.3**	**0.1**	**0.0**	**3.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**3.3**	**0.1**	**0.0**	**3.4**	**-**	**-**	**-**	**-**
1/1	167	167	-	-	-	1.5	0.0	-	1.5	32.5	15.1	0.0	15.1
2/1	199	199	-	-	-	1.8	0.1	-	1.9	34.3	18.7	0.1	18.8
3/1	167	167	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 681.9 Total Delay for Signalled Lanes (pcuHr): 3.41 Cycle Time (s): 3600
PRC Over All Lanes (%): 681.9 Total Delay Over All Lanes(pcuHr): 3.41

Full Input Data And Results

Scenario 49: '2036 WD 2000-2100' (FG49: '2036 WD 2000-2100', Plan 6: '7 Trains/Hour')

Stage Sequence Diagram



Stage Timings

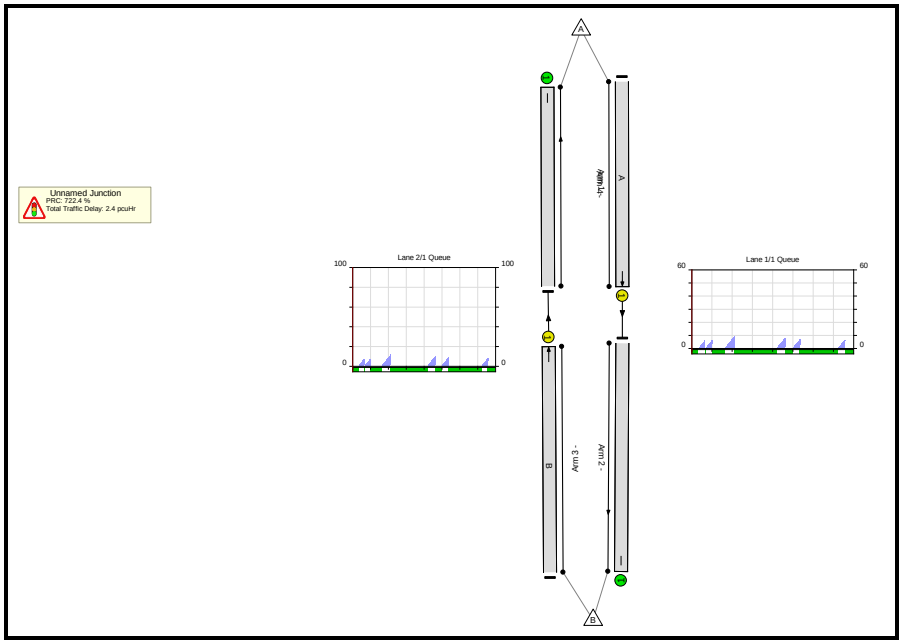
Stage	1	2	1	2	1	2	1	2	1	2
Duration	168	162	847	151	186	6	147	136	19	142
Change Point	2074	2244	2406	3255	3406	3594	0	149	285	306

Stage	1	2	1	2						
Duration	284	210	945	183						
Change Point	448	734	944	1891						

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**10.9%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**10.9%**
1/1	Ahead	U	N/A	N/A	A		7	2596	-	153	3600	2603	5.9%
2/1	Ahead	U	N/A	N/A	B		7	2596	-	182	2300	1663	10.9%
3/1		U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	182	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: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**2.3**	**0.1**	**0.0**	**2.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**2.3**	**0.1**	**0.0**	**2.4**	**-**	**-**	**-**	**-**
1/1	153	153	-	-	-	1.0	0.0	-	1.1	25.0	9.3	0.0	9.4
2/1	182	182	-	-	-	1.3	0.1	-	1.3	26.5	11.6	0.1	11.6
3/1	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

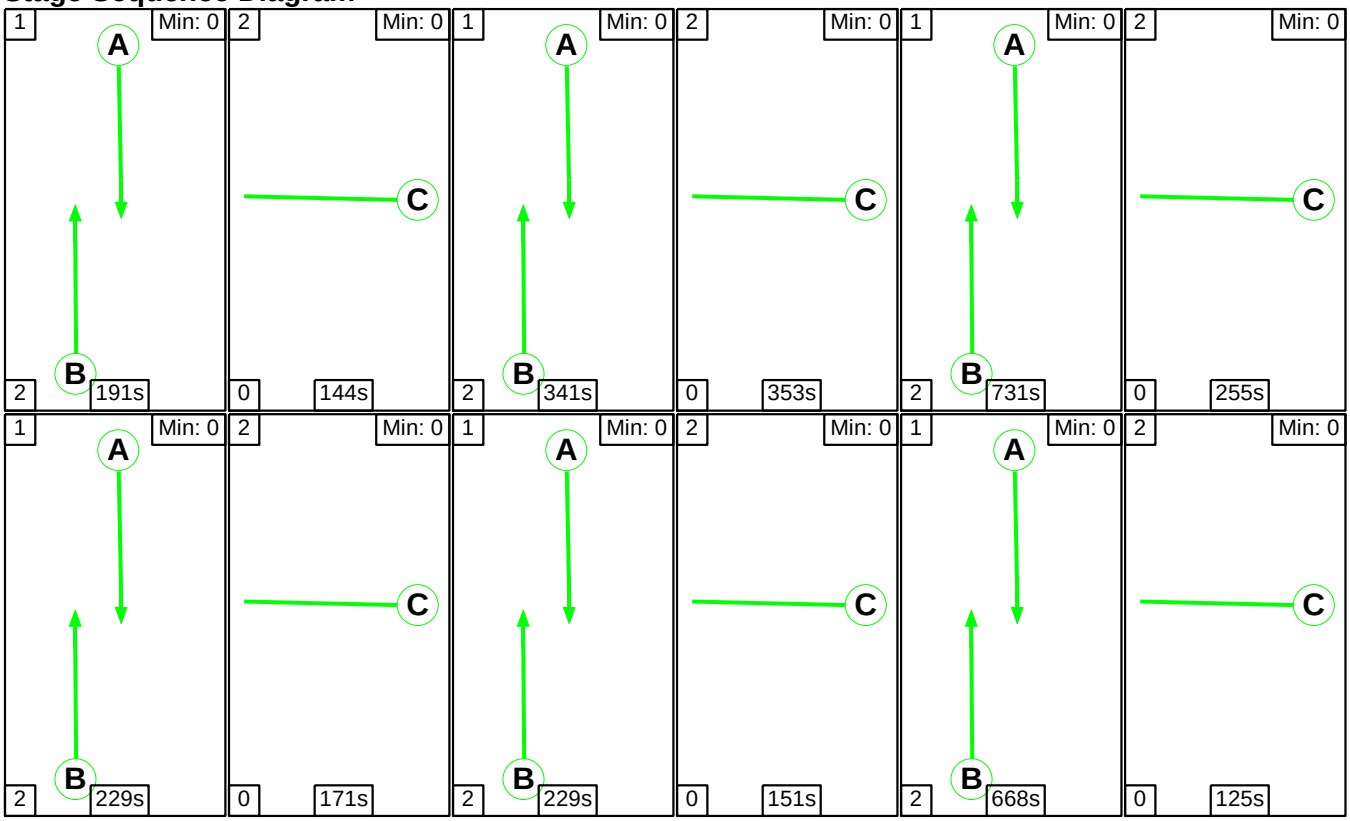
C1 PRC for Signalled Lanes (%): 722.4 Total Delay for Signalled Lanes (pcuHr): 2.40 Cycle Time (s): 3600

PRC Over All Lanes (%): 722.4 Total Delay Over All Lanes(pcuHr): 2.40

Full Input Data And Results

Scenario 50: '2036 WD 2100-2200' (FG50: '2036 WD 2100-2200', Plan 4: '6 Trains/Hour')

Stage Sequence Diagram



Stage Timings

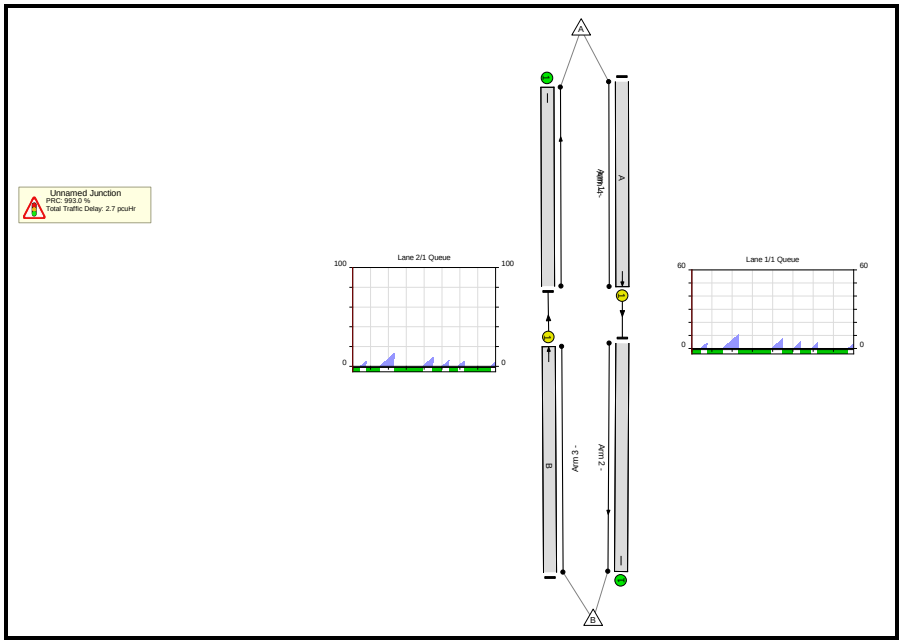
Stage	1	2	1	2	1	2	1	2	1	2
Duration	191	144	341	353	731	255	229	171	229	151
Change Point	1	194	338	681	1034	1767	2022	2253	2424	2655

Stage	1	2								
Duration	668	125								
Change Point	2806	3476								

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**8.2%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**8.2%**
1/1	Ahead	U	N/A	N/A	A		6	2389	-	106	3600	2395	4.4%
2/1	Ahead	U	N/A	N/A	B		6	2389	-	126	2300	1530	8.2%
3/1		U	N/A	N/A	-		-	-	-	106	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	126	Inf	Inf	0.0%

Full Input Data And Results

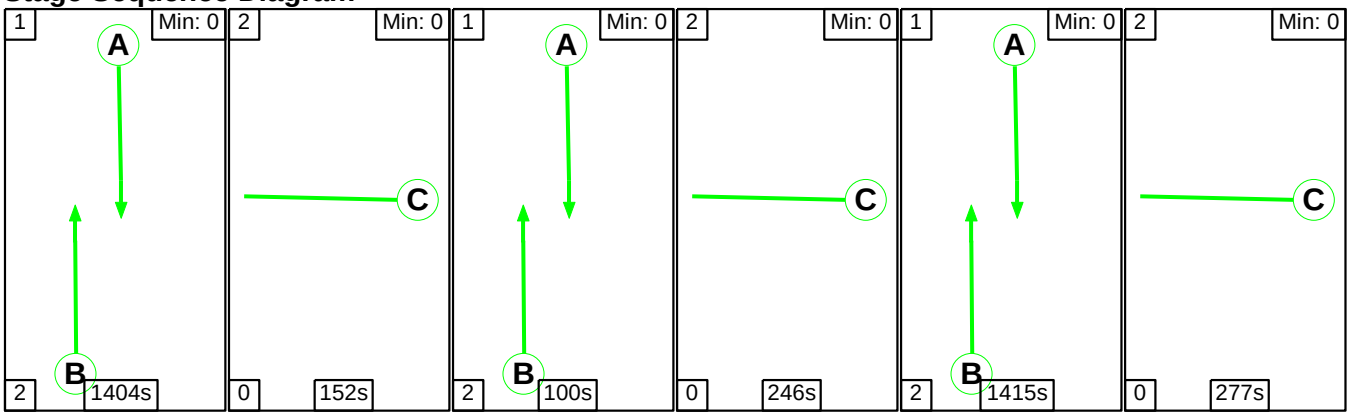
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**2.6**	**0.1**	**0.0**	**2.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**2.6**	**0.1**	**0.0**	**2.7**	**-**	**-**	**-**	**-**
1/1	106	106	-	-	-	1.2	0.0	-	1.2	40.9	10.7	0.0	10.7
2/1	126	126	-	-	-	1.4	0.0	-	1.5	42.5	13.1	0.0	13.1
3/1	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	126	126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 993.0 Total Delay for Signalled Lanes (pcuHr): 2.69 Cycle Time (s): 3600
PRC Over All Lanes (%): 993.0 Total Delay Over All Lanes(pcuHr): 2.69

Full Input Data And Results

Scenario 51: '2036 WD 2200-2300' (FG51: '2036 WD 2200-2300', Plan 3: '3 Trains/Hour')

Stage Sequence Diagram



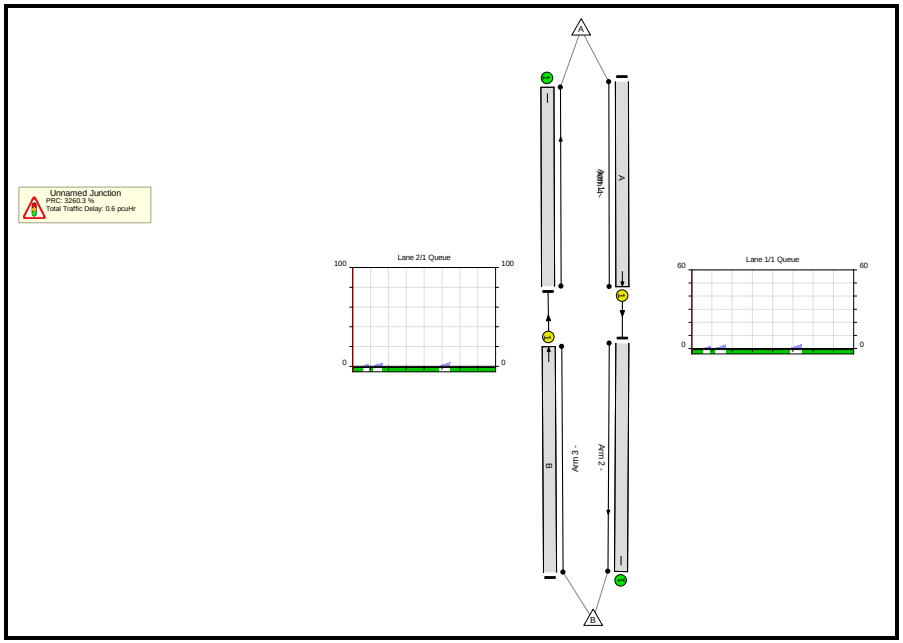
Stage Timings

Stage	1	2	1	2	1	2
Duration	1404	152	100	246	1415	277
Change Point	2449	255	407	509	755	2172

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**2.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**2.7%**
1/1	Ahead	U	N/A	N/A	A		3	2919	-	42	3600	2922	1.4%
2/1	Ahead	U	N/A	N/A	B		3	2919	-	50	2300	1867	2.7%
3/1		U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	50	Inf	Inf	0.0%

Full Input Data And Results

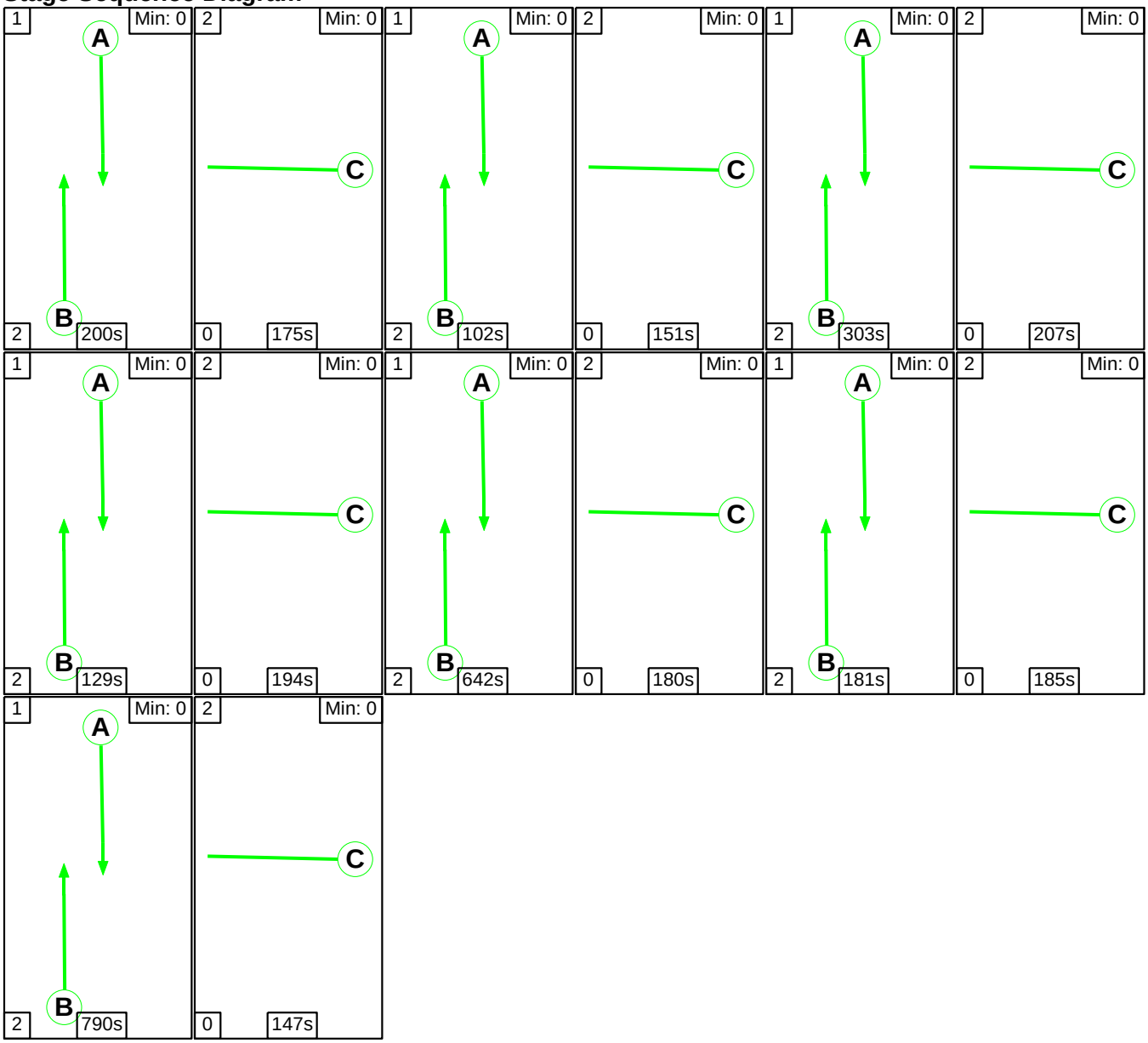
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**0.6**	**0.0**	**0.0**	**0.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**0.6**	**0.0**	**0.0**	**0.6**	**-**	**-**	**-**	**-**
1/1	42	42	-	-	-	0.3	0.0	-	0.3	23.4	3.3	0.0	3.3
2/1	50	50	-	-	-	0.3	0.0	-	0.3	24.0	3.9	0.0	4.0
3/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 3260.3 Total Delay for Signalled Lanes (pcuHr): 0.61 Cycle Time (s): 3600
PRC Over All Lanes (%): 3260.3 Total Delay Over All Lanes(pcuHr): 0.61

Full Input Data And Results

Scenario 52: '2036 WoD + HNRFI Trains 0600-0700' (FG18: '2036 WoD 0600-0700', Plan 6: '7 Trains/Hour')

Stage Sequence Diagram



Stage Timings

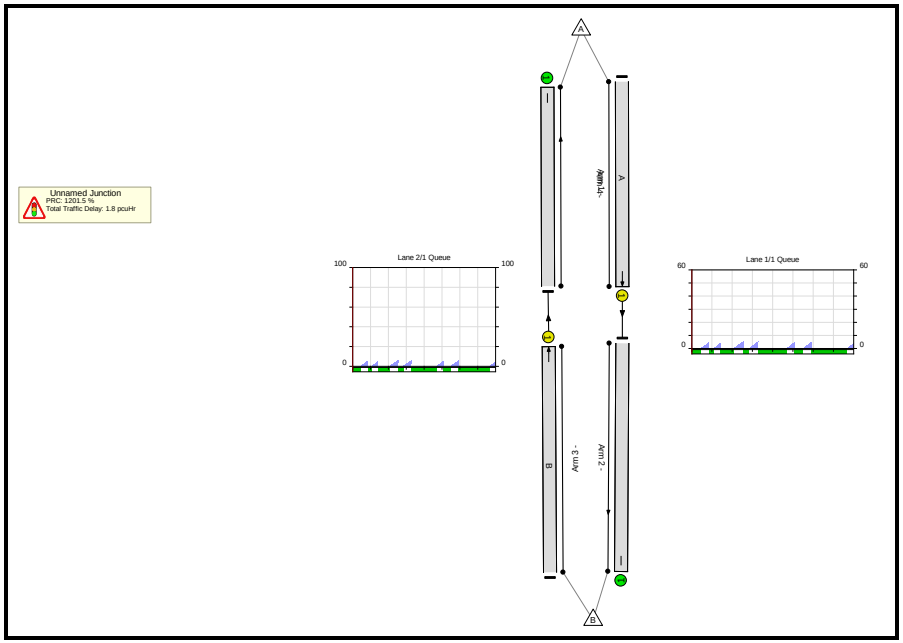
Stage	1	2	1	2	1	2	1	2	1	2
Duration	200	175	102	151	303	207	129	194	642	180
Change Point	0	202	377	481	632	937	1144	1275	1469	2113

Stage	1	2	1	2						
Duration	181	185	790	147						
Change Point	2293	2476	2661	3453						

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**6.9%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**6.9%**
1/1	Ahead	U	N/A	N/A	A		7	2347	-	94	3600	2354	4.0%
2/1	Ahead	U	N/A	N/A	B		7	2347	-	104	2300	1504	6.9%
3/1		U	N/A	N/A	-		-	-	-	94	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	104	Inf	Inf	0.0%

Full Input Data And Results

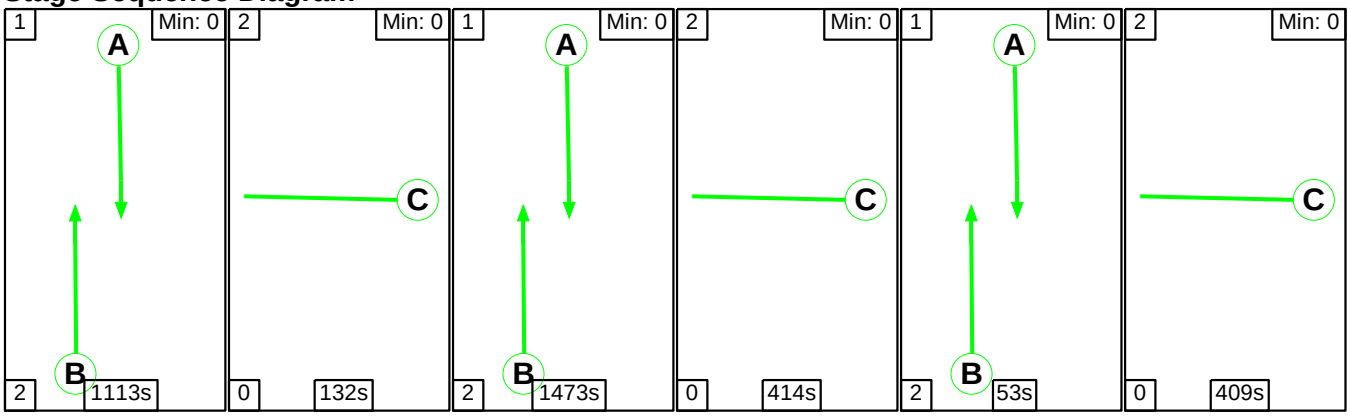
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**1.8**	**0.1**	**0.0**	**1.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**1.8**	**0.1**	**0.0**	**1.8**	**-**	**-**	**-**	**-**
1/1	94	94	-	-	-	0.8	0.0	-	0.9	32.8	5.6	0.0	5.6
2/1	104	104	-	-	-	0.9	0.0	-	1.0	34.0	6.3	0.0	6.3
3/1	94	94	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	104	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1201.5 Total Delay for Signalled Lanes (pcuHr): 1.84 Cycle Time (s): 3600
PRC Over All Lanes (%): 1201.5 Total Delay Over All Lanes(pcuHr): 1.84

Full Input Data And Results

Scenario 53: '2036 WoD + HNRFI Trains 0700-0800' (FG19: '2036 WoD 0700-0800', Plan 3: '3 Trains/Hour')

Stage Sequence Diagram



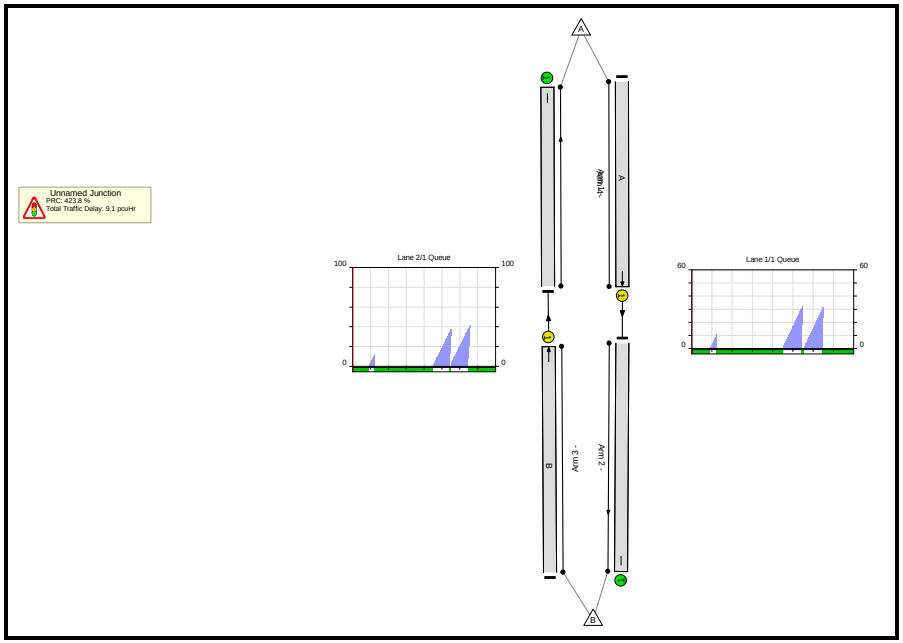
Stage Timings

Stage	1	2	1	2	1	2
Duration	1113	132	1473	414	53	409
Change Point	2899	414	546	2021	2435	2490

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**17.2%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**17.2%**
1/1	Ahead	U	N/A	N/A	A		3	2639	-	262	3600	2642	9.9%
2/1	Ahead	U	N/A	N/A	B		3	2639	-	290	2300	1688	17.2%
3/1		U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%

Full Input Data And Results

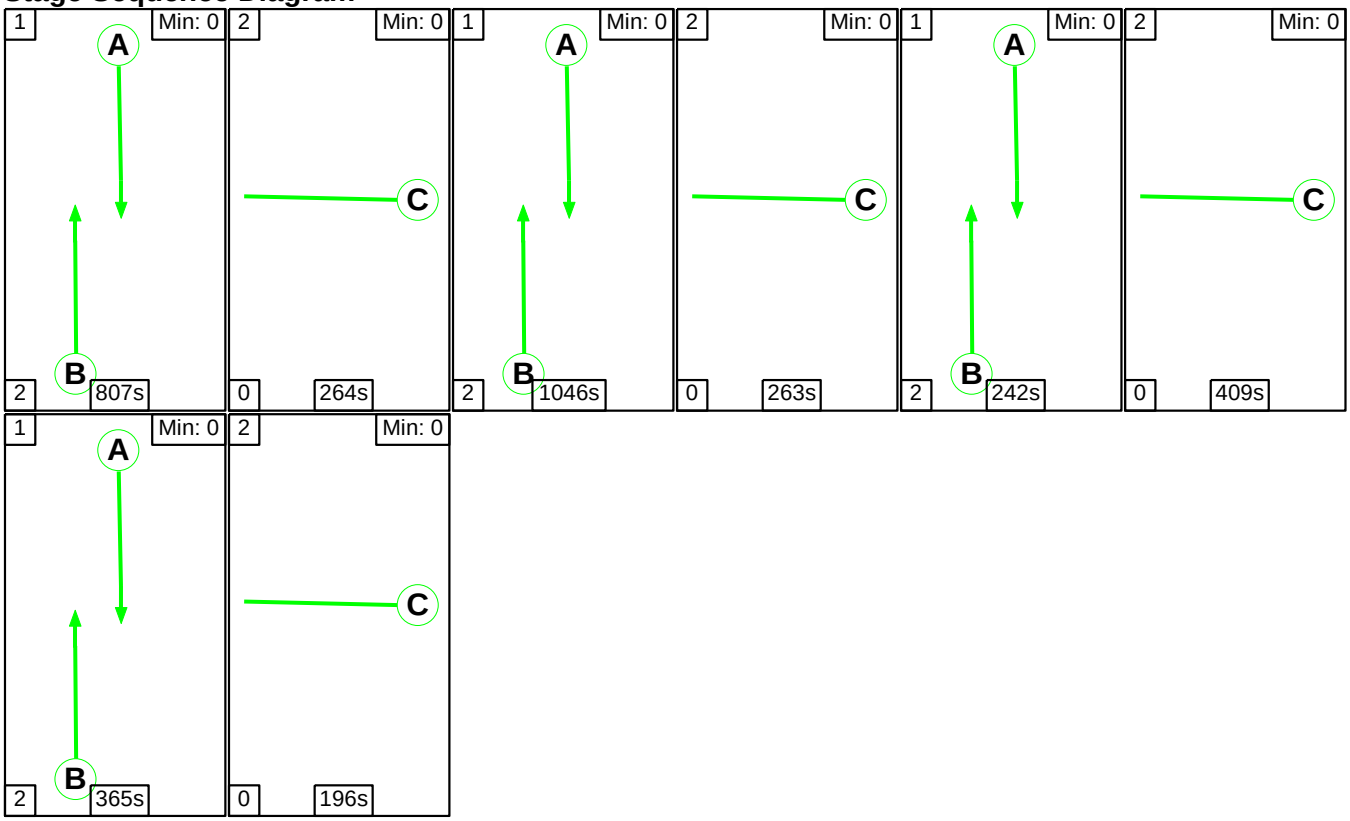
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**8.9**	**0.2**	**0.0**	**9.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**8.9**	**0.2**	**0.0**	**9.1**	**-**	**-**	**-**	**-**
1/1	262	262	-	-	-	3.9	0.1	-	4.0	54.4	32.5	0.1	32.6
2/1	290	290	-	-	-	5.0	0.1	-	5.1	63.5	41.5	0.1	41.6
3/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 423.8 Total Delay for Signalled Lanes (pcuHr): 9.07 Cycle Time (s): 3600
PRC Over All Lanes (%): 423.8 Total Delay Over All Lanes(pcuHr): 9.07

Full Input Data And Results

Scenario 54: '2036 WoD + HNRFI Trains 0800-0900' (FG20: '2036 WoD 0800-0900', Plan 1: '4 Trains/Hour')

Stage Sequence Diagram



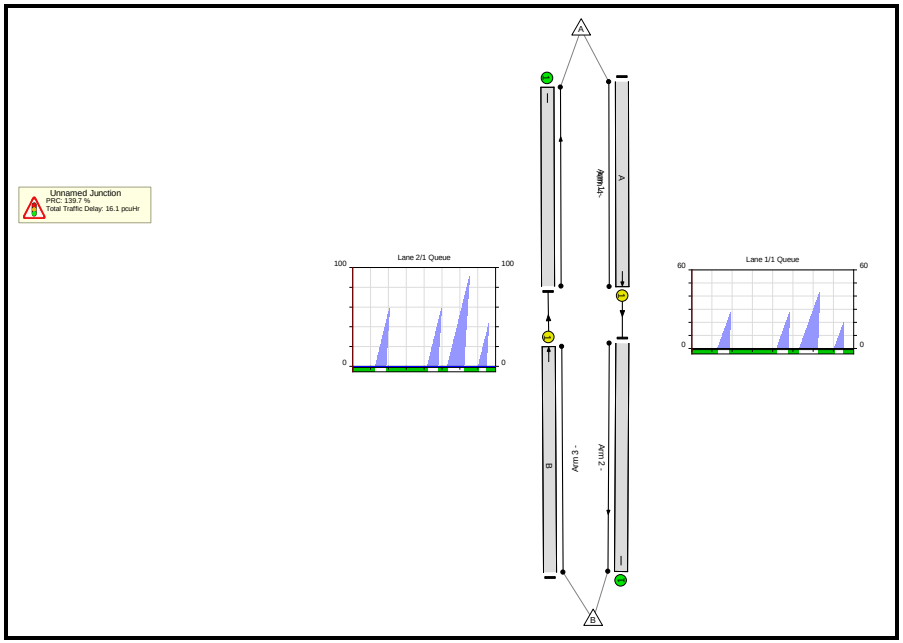
Stage Timings

Stage	1	2	1	2	1	2	1	2
Duration	807	264	1046	263	242	409	365	196
Change Point	3367	576	840	1888	2151	2395	2804	3171

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**37.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**37.5%**
1/1	Ahead	U	N/A	N/A	A		4	2460	-	343	3600	2464	13.9%
2/1	Ahead	U	N/A	N/A	B		4	2460	-	591	2300	1574	37.5%
3/1		U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	591	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: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**15.7**	**0.4**	**0.0**	**16.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**15.7**	**0.4**	**0.0**	**16.1**	**-**	**-**	**-**	**-**
1/1	343	343	-	-	-	5.1	0.1	-	5.2	54.1	43.2	0.1	43.2
2/1	591	591	-	-	-	10.6	0.3	-	10.9	66.7	90.5	0.3	90.8
3/1	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 139.7
PRC Over All Lanes (%): 139.7

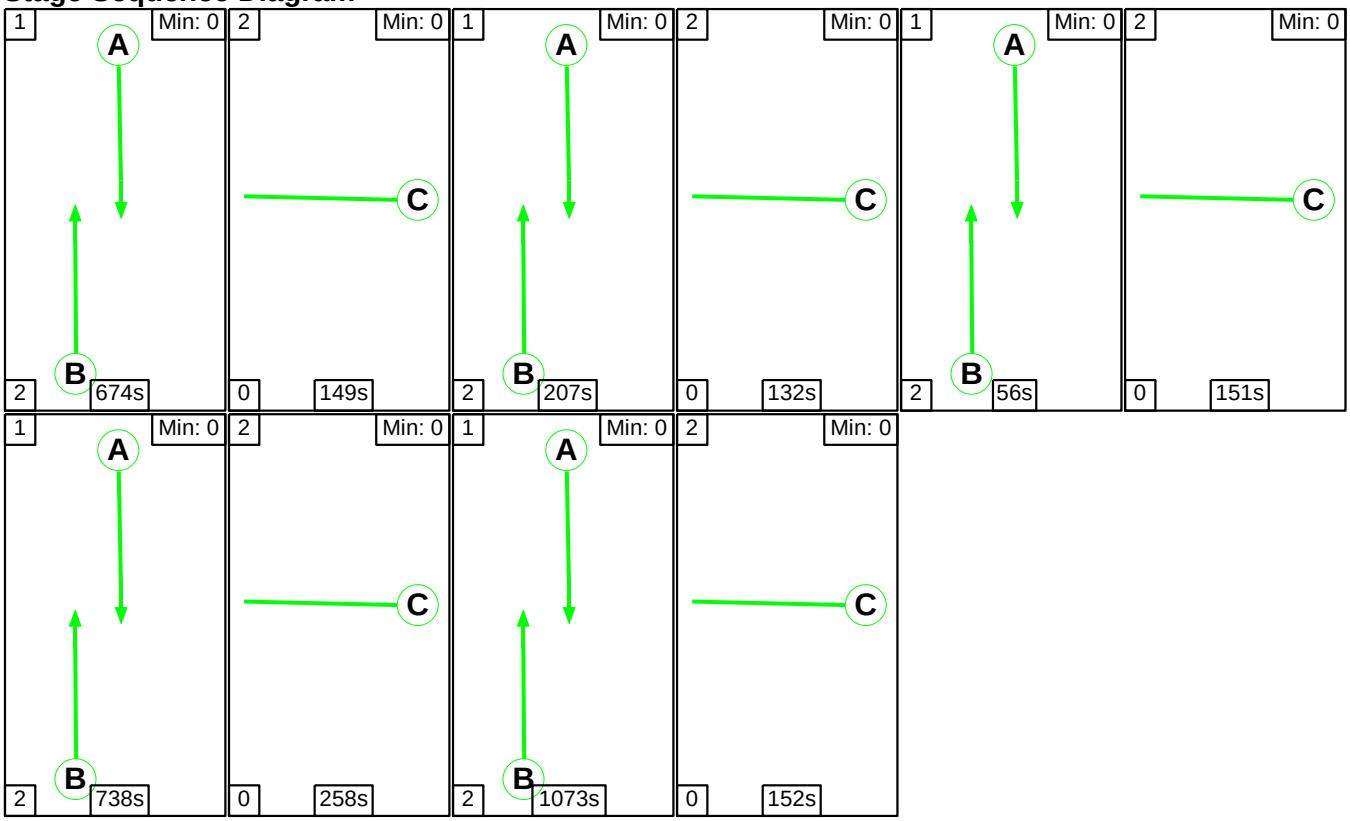
Total Delay for Signalled Lanes (pcuHr): 16.10
Total Delay Over All Lanes(pcuHr): 16.10

Cycle Time (s): 3600

Full Input Data And Results

Scenario 55: '2036 WoD + HNRFI Trains 0900-1000' (FG21: '2036 WoD 0900-1000', Plan 2: '5 Trains/Hour')

Stage Sequence Diagram



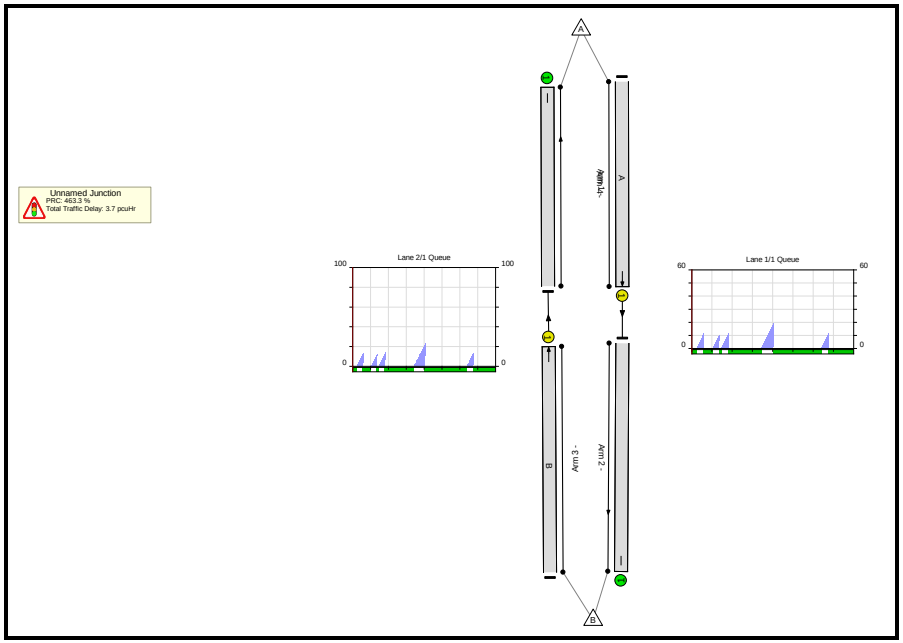
Stage Timings

Stage	1	2	1	2	1	2	1	2	1	2
Duration	674	149	207	132	56	151	738	258	1073	152
Change Point	3035	111	260	469	601	659	810	1550	1808	2883

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**16.0%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**16.0%**
1/1	Ahead	U	N/A	N/A	A		5	2748	-	254	3600	2753	9.2%
2/1	Ahead	U	N/A	N/A	B		5	2748	-	281	2300	1759	16.0%
3/1		U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%

Full Input Data And Results

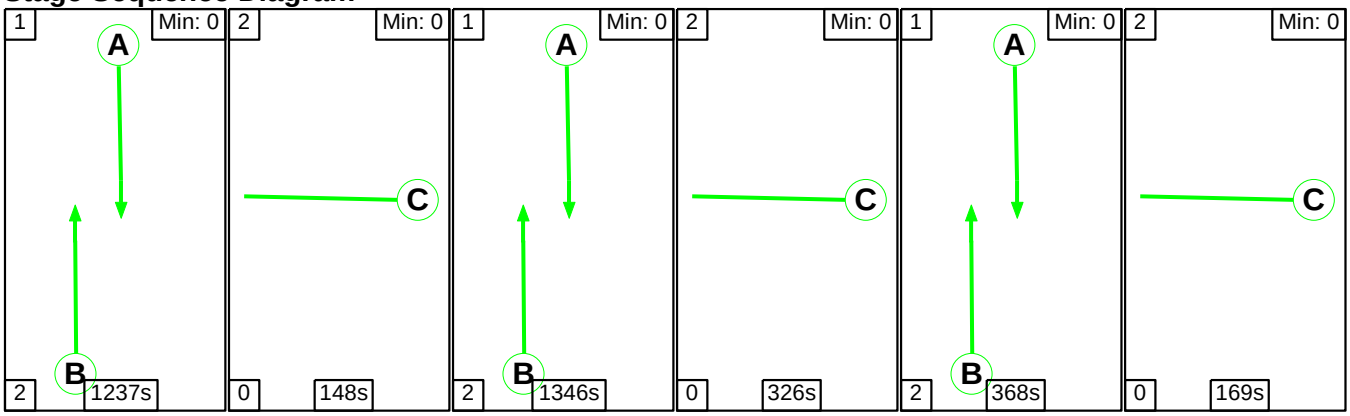
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**3.5**	**0.1**	**0.0**	**3.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**3.5**	**0.1**	**0.0**	**3.7**	**-**	**-**	**-**	**-**
1/1	254	254	-	-	-	1.6	0.1	-	1.7	23.7	19.6	0.1	19.7
2/1	281	281	-	-	-	1.9	0.1	-	2.0	25.5	23.0	0.1	23.1
3/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 463.3 Total Delay for Signalled Lanes (pcuHr): 3.67 Cycle Time (s): 3600
PRC Over All Lanes (%): 463.3 Total Delay Over All Lanes(pcuHr): 3.67

Full Input Data And Results

Scenario 56: '2036 WoD + HNRFI Trains 1000-1100' (FG22: '2036 WoD 1000-1100', Plan 3: '3 Trains/Hour')

Stage Sequence Diagram



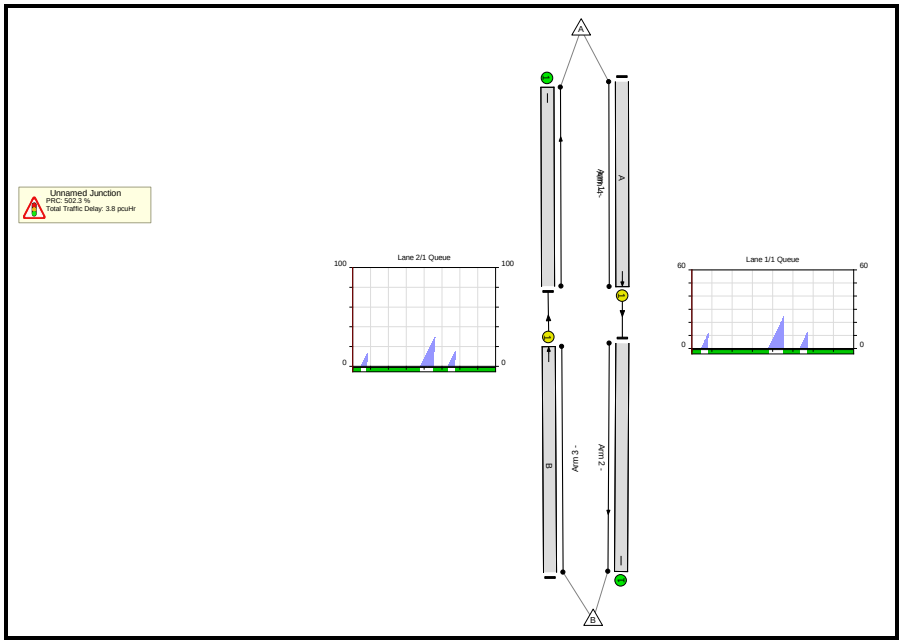
Stage Timings

Stage	1	2	1	2	1	2
Duration	1237	148	1346	326	368	169
Change Point	2570	209	357	1705	2031	2401

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**14.9%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**14.9%**
1/1	Ahead	U	N/A	N/A	A		3	2951	-	255	3600	2954	8.6%
2/1	Ahead	U	N/A	N/A	B		3	2951	-	282	2300	1887	14.9%
3/1		U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%

Full Input Data And Results

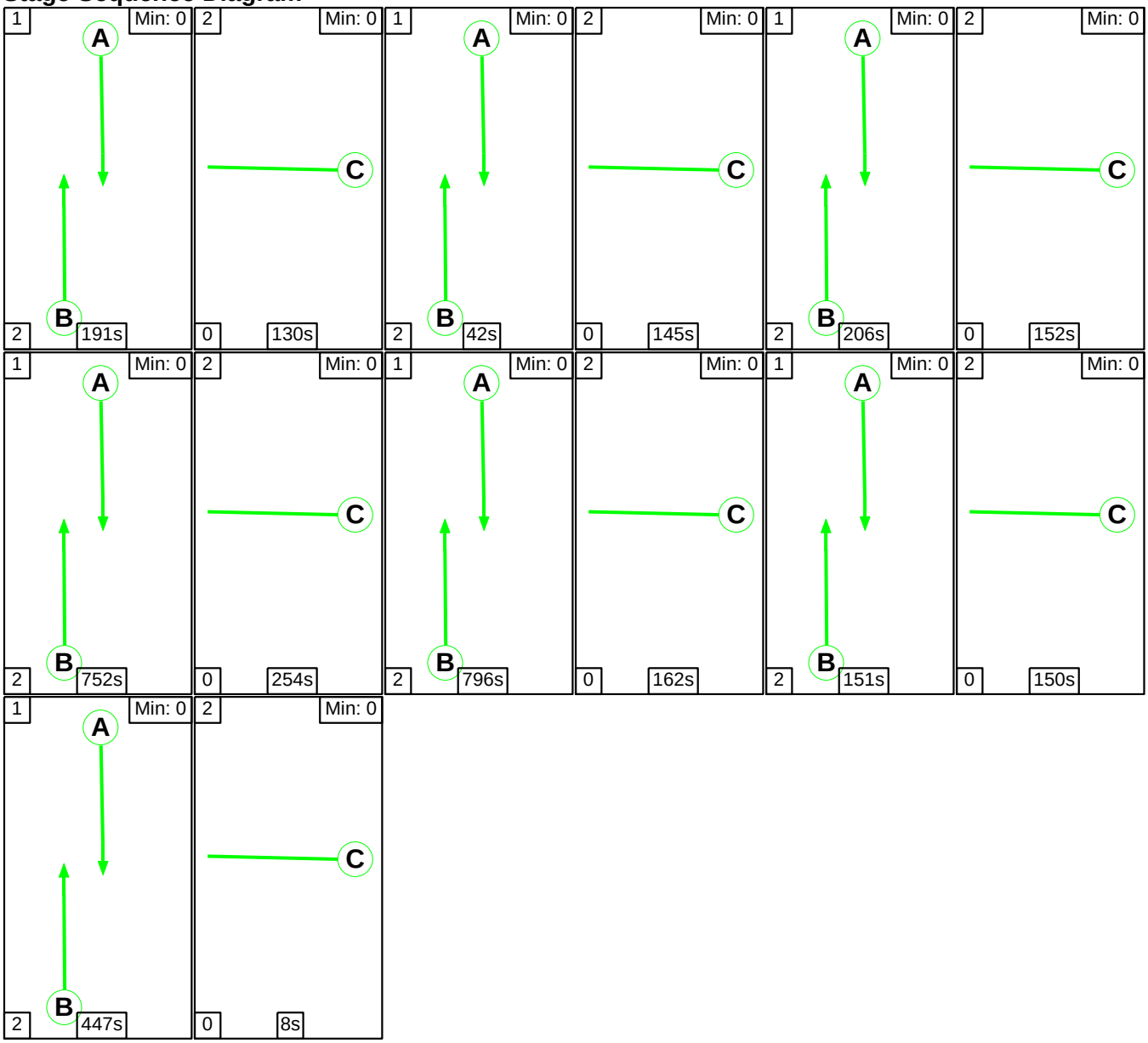
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**3.6**	**0.1**	**0.0**	**3.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**3.6**	**0.1**	**0.0**	**3.8**	**-**	**-**	**-**	**-**
1/1	255	255	-	-	-	1.7	0.0	-	1.7	24.3	24.9	0.0	24.9
2/1	282	282	-	-	-	2.0	0.1	-	2.0	26.1	29.1	0.1	29.2
3/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 502.3 Total Delay for Signalled Lanes (pcuHr): 3.77 Cycle Time (s): 3600
PRC Over All Lanes (%): 502.3 Total Delay Over All Lanes(pcuHr): 3.77

Full Input Data And Results

Scenario 57: '2036 WoD + HNRFI Trains 1100-1200' (FG23: '2036 WoD 1100-1200', Plan 6: '7 Trains/Hour')

Stage Sequence Diagram



Stage Timings

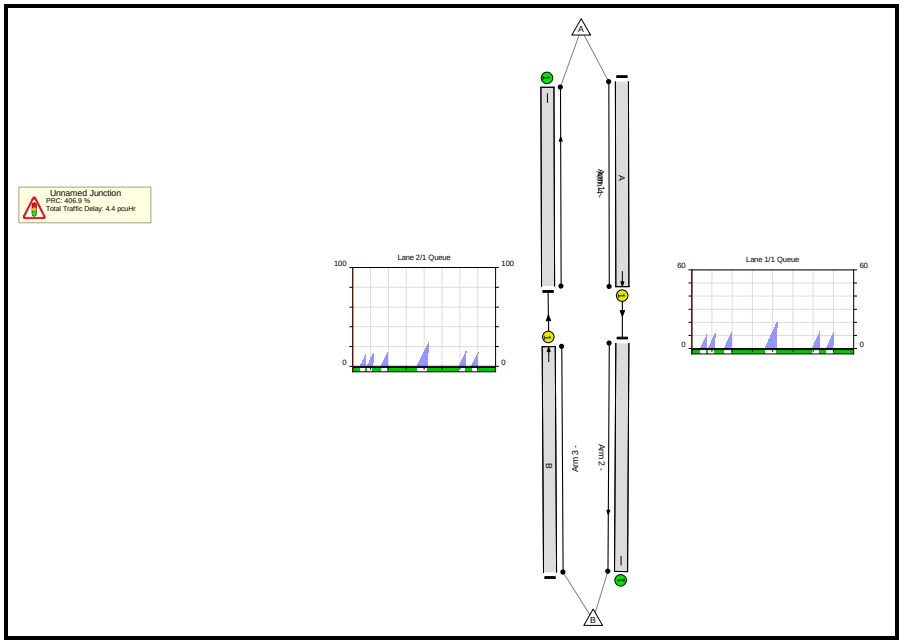
Stage	1	2	1	2	1	2	1	2	1	2
Duration	191	130	42	145	206	152	752	254	796	162
Change Point	0	193	323	367	512	720	872	1626	1880	2678

Stage	1	2	1	2						
Duration	151	150	447	8						
Change Point	2840	2993	3143	3592						

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**17.8%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**17.8%**
1/1	Ahead	U	N/A	N/A	A		7	2585	-	266	3600	2592	10.3%
2/1	Ahead	U	N/A	N/A	B		7	2585	-	294	2300	1656	17.8%
3/1		U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%

Full Input Data And Results

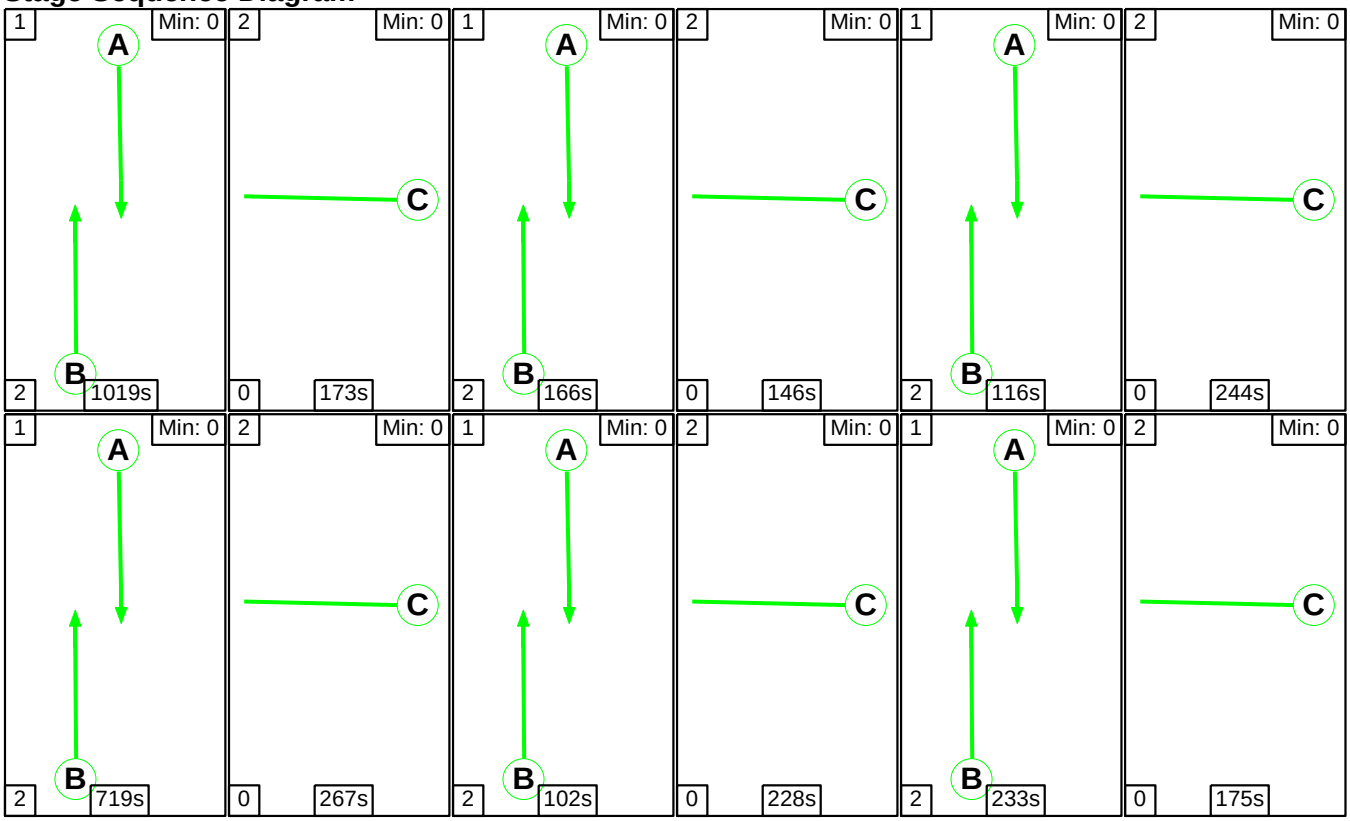
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**4.2**	**0.2**	**0.0**	**4.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**4.2**	**0.2**	**0.0**	**4.4**	**-**	**-**	**-**	**-**
1/1	266	266	-	-	-	2.0	0.1	-	2.0	27.2	20.3	0.1	20.4
2/1	294	294	-	-	-	2.3	0.1	-	2.4	29.4	23.8	0.1	24.0
3/1	266	266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 406.9 Total Delay for Signalled Lanes (pcuHr): 4.41 Cycle Time (s): 3600
PRC Over All Lanes (%): 406.9 Total Delay Over All Lanes(pcuHr): 4.41

Full Input Data And Results

Scenario 58: '2036 WoD + HNRFI Trains 1200-1300' (FG24: '2036 WoD 1200-1300', Plan 4: '6 Trains/Hour')

Stage Sequence Diagram



Stage Timings

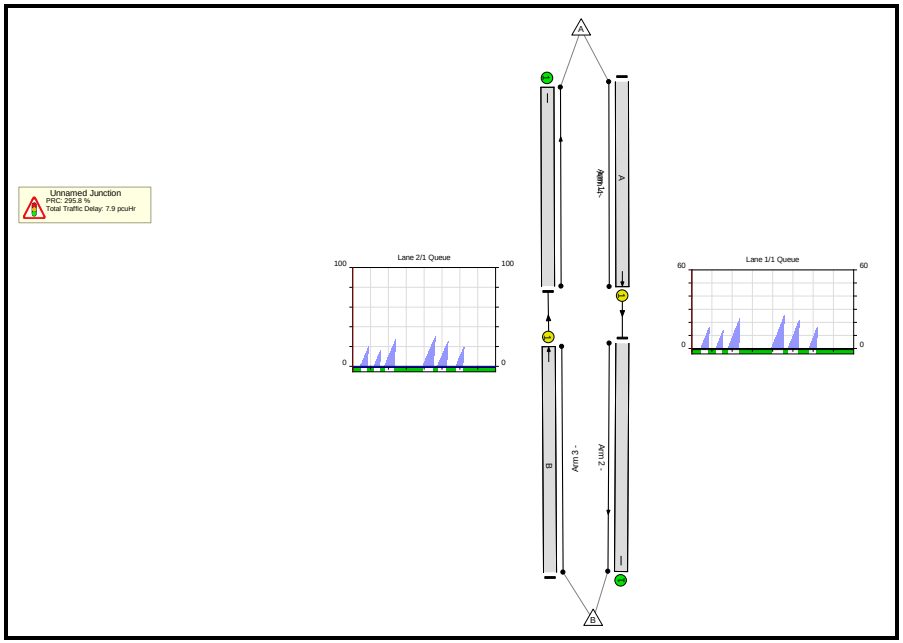
Stage	1	2	1	2	1	2	1	2	1	2
Duration	1019	173	166	146	116	244	719	267	102	228
Change Point	2779	200	373	541	687	805	1049	1770	2037	2141

Stage	1	2								
Duration	233	175								
Change Point	2369	2604								

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**22.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**22.7%**
1/1	Ahead	U	N/A	N/A	A		6	2355	-	311	3600	2361	13.2%
2/1	Ahead	U	N/A	N/A	B		6	2355	-	343	2300	1508	22.7%
3/1		U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%

Full Input Data And Results

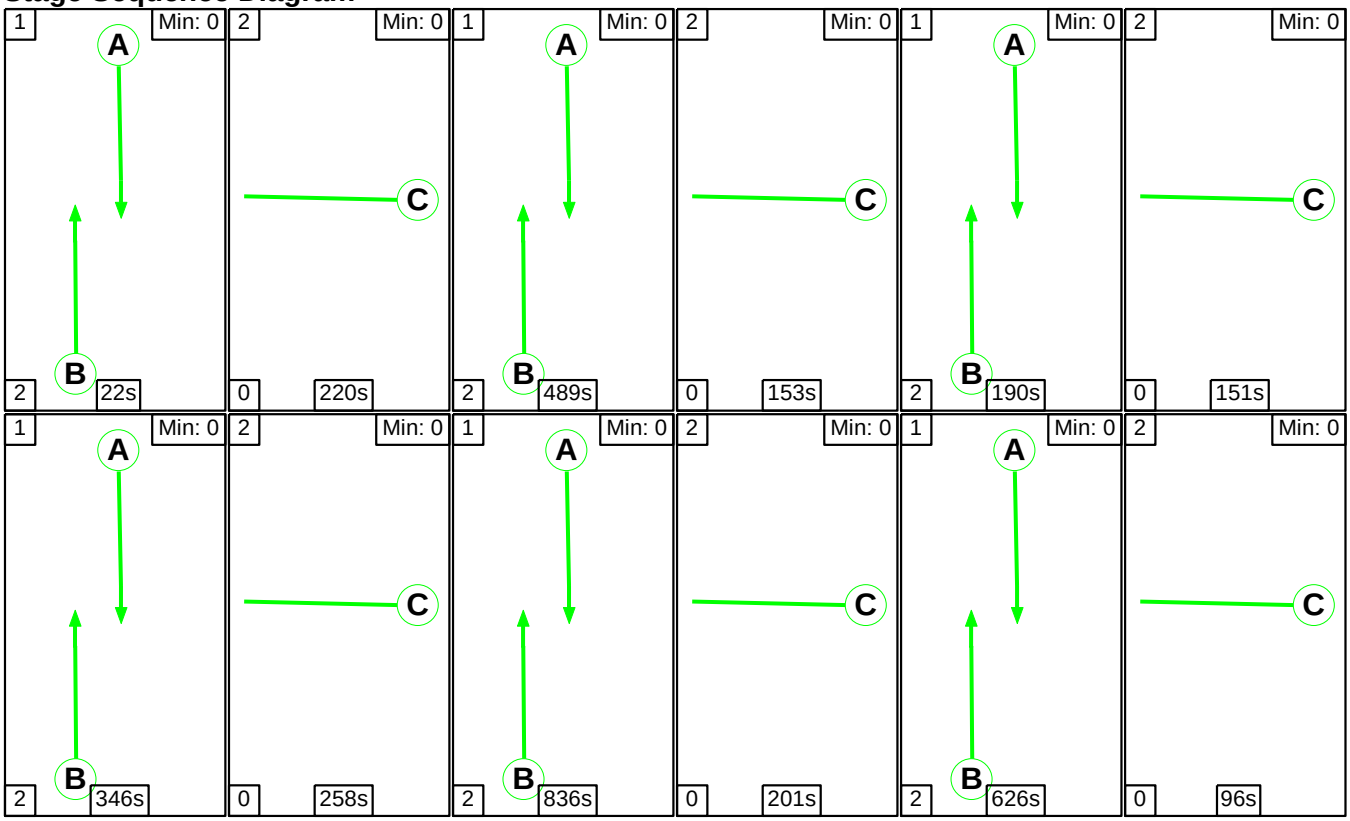
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**7.7**	**0.2**	**0.0**	**7.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**7.7**	**0.2**	**0.0**	**7.9**	**-**	**-**	**-**	**-**
1/1	311	311	-	-	-	3.5	0.1	-	3.6	41.5	25.3	0.1	25.4
2/1	343	343	-	-	-	4.2	0.1	-	4.3	45.2	29.9	0.1	30.1
3/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 295.8 Total Delay for Signalled Lanes (pcuHr): 7.89 Cycle Time (s): 3600
PRC Over All Lanes (%): 295.8 Total Delay Over All Lanes(pcuHr): 7.89

Full Input Data And Results

Scenario 59: '2036 WoD + HNRFI Trains 1300-1400' (FG25: '2036 WoD 1300-1400', Plan 4: '6 Trains/Hour')

Stage Sequence Diagram



Stage Timings

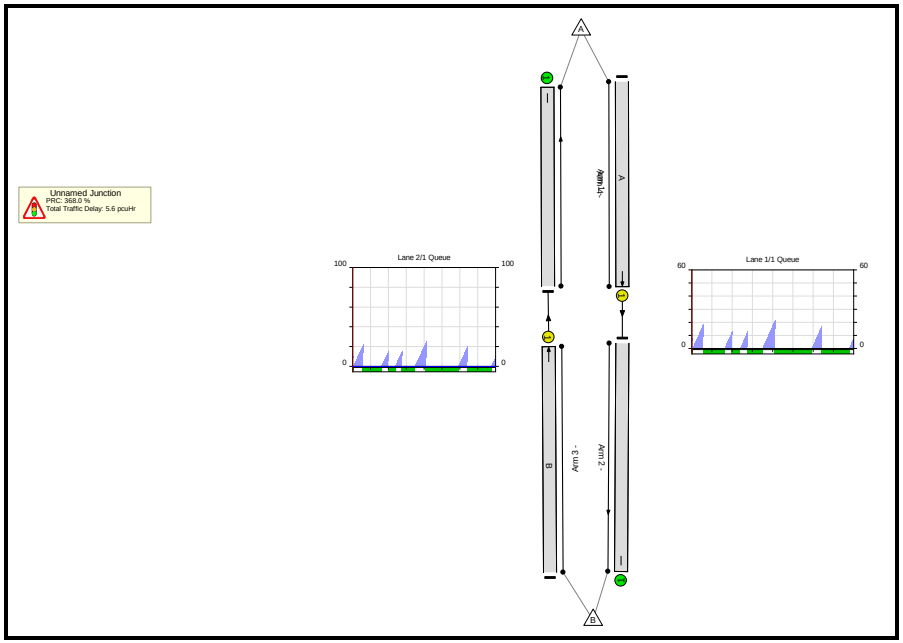
Stage	1	2	1	2	1	2	1	2	1	2
Duration	22	220	489	153	190	151	346	258	836	201
Change Point	0	24	244	735	888	1080	1231	1579	1837	2675

Stage	1	2								
Duration	626	96								
Change Point	2876	3504								

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**19.2%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**19.2%**
1/1	Ahead	U	N/A	N/A	A		6	2509	-	280	3600	2515	11.1%
2/1	Ahead	U	N/A	N/A	B		6	2509	-	309	2300	1607	19.2%
3/1		U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%

Full Input Data And Results

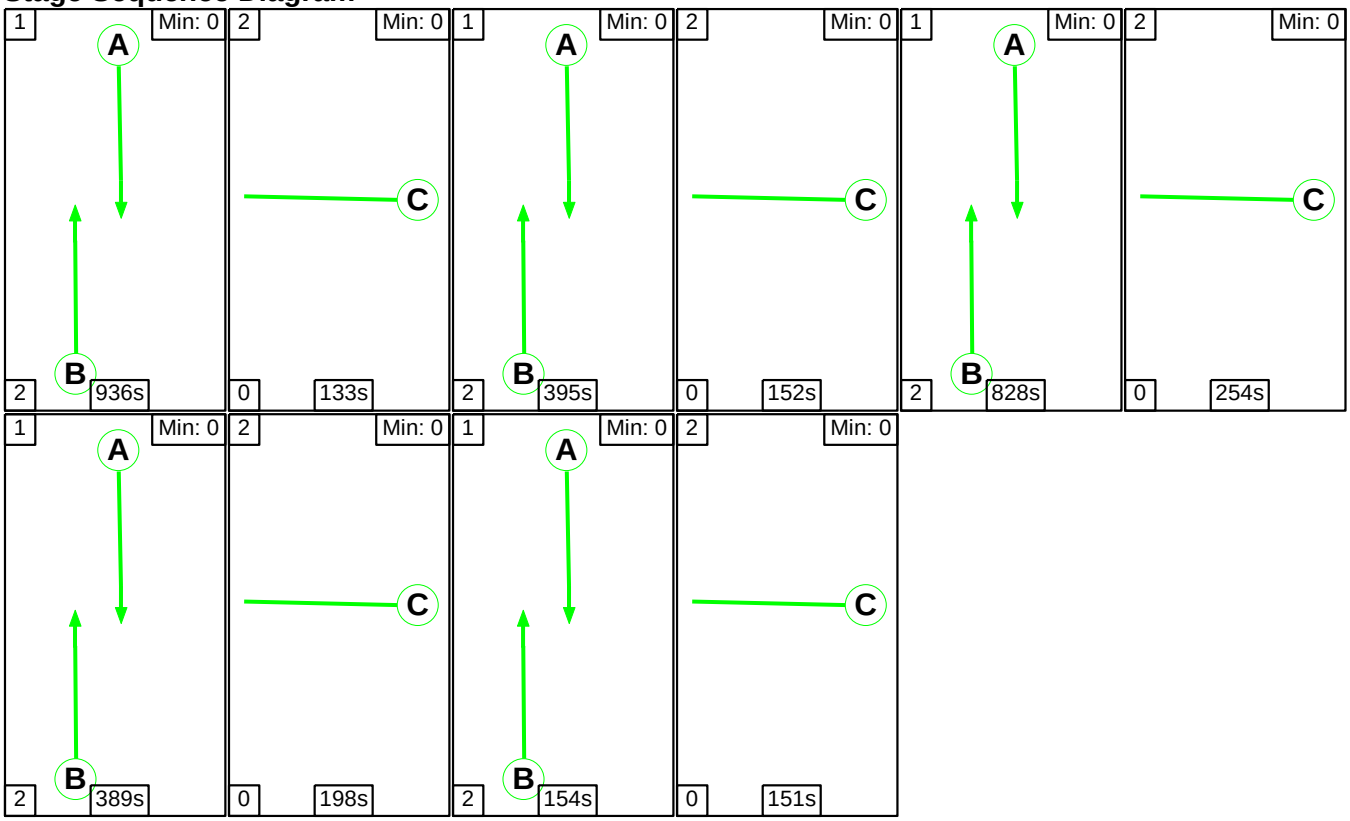
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**5.4**	**0.2**	**0.0**	**5.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**5.4**	**0.2**	**0.0**	**5.6**	**-**	**-**	**-**	**-**
1/1	280	280	-	-	-	2.5	0.1	-	2.6	32.9	21.8	0.1	21.8
2/1	309	309	-	-	-	2.9	0.1	-	3.1	35.6	25.7	0.1	25.8
3/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 368.0 Total Delay for Signalled Lanes (pcuHr): 5.61 Cycle Time (s): 3600
PRC Over All Lanes (%): 368.0 Total Delay Over All Lanes(pcuHr): 5.61

Full Input Data And Results

Scenario 60: '2036 WoD + HNRFI Trains 1400-1500' (FG26: '2036 WoD 1400-1500', Plan 2: '5 Trains/Hour')

Stage Sequence Diagram



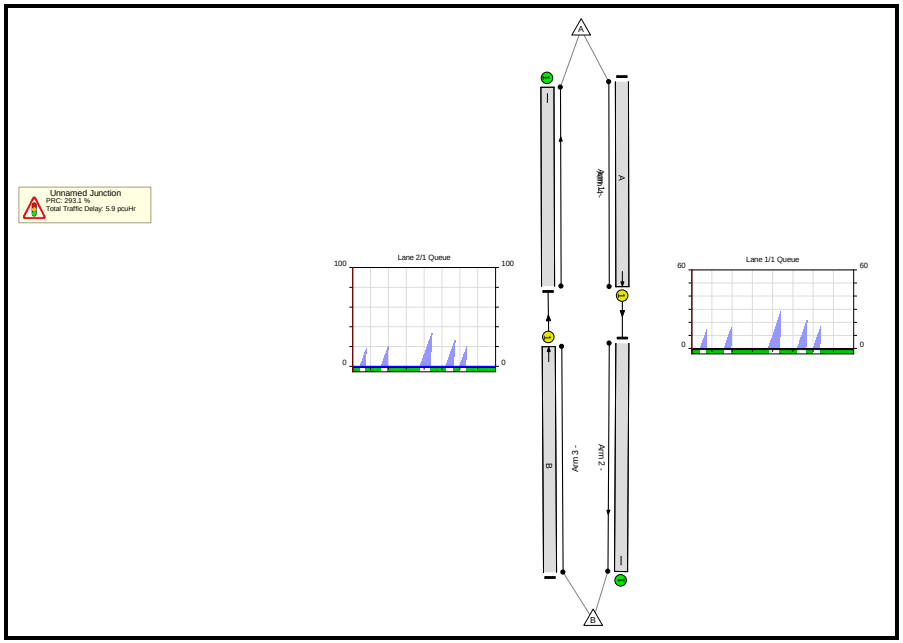
Stage Timings

Stage	1	2	1	2	1	2	1	2	1	2
Duration	936	133	395	152	828	254	389	198	154	151
Change Point	2851	189	322	719	871	1701	1955	2346	2544	2700

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**22.9%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**22.9%**
1/1	Ahead	U	N/A	N/A	A		5	2702	-	358	3600	2707	13.2%
2/1	Ahead	U	N/A	N/A	B		5	2702	-	396	2300	1729	22.9%
3/1		U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	396	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: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**5.7**	**0.2**	**0.0**	**5.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**5.7**	**0.2**	**0.0**	**5.9**	**-**	**-**	**-**	**-**
1/1	358	358	-	-	-	2.6	0.1	-	2.7	26.8	28.1	0.1	28.2
2/1	396	396	-	-	-	3.1	0.1	-	3.3	29.7	33.9	0.1	34.0
3/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

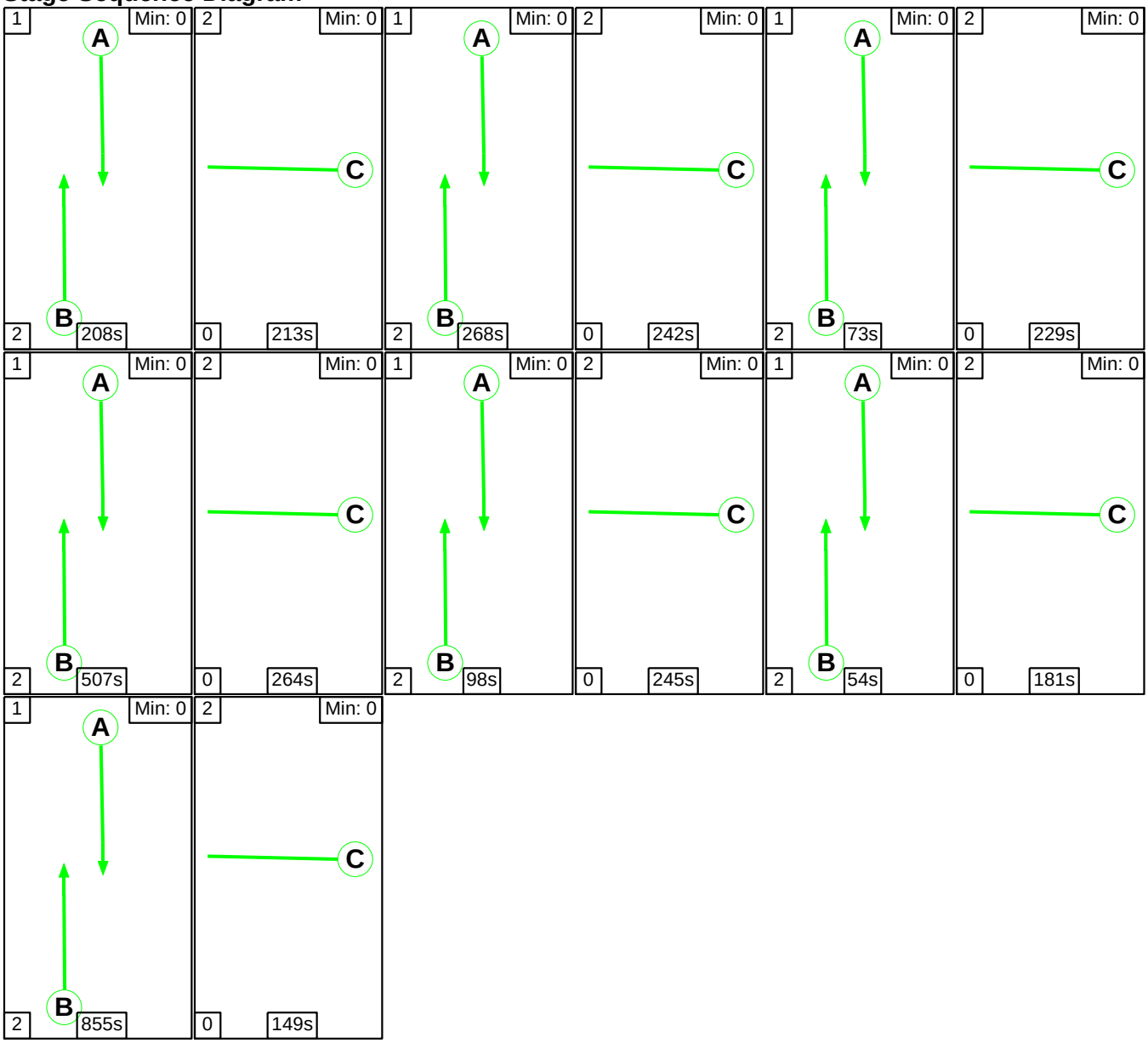
C1 PRC for Signalled Lanes (%): 293.1 Total Delay for Signalled Lanes (pcuHr): 5.94 Cycle Time (s): 3600

PRC Over All Lanes (%): 293.1 Total Delay Over All Lanes(pcuHr): 5.94

Full Input Data And Results

Scenario 61: '2036 WoD + HNRFI Trains 1500-1600' (FG27: '2036 WoD 1500-1600', Plan 6: '7 Trains/Hour')

Stage Sequence Diagram



Stage Timings

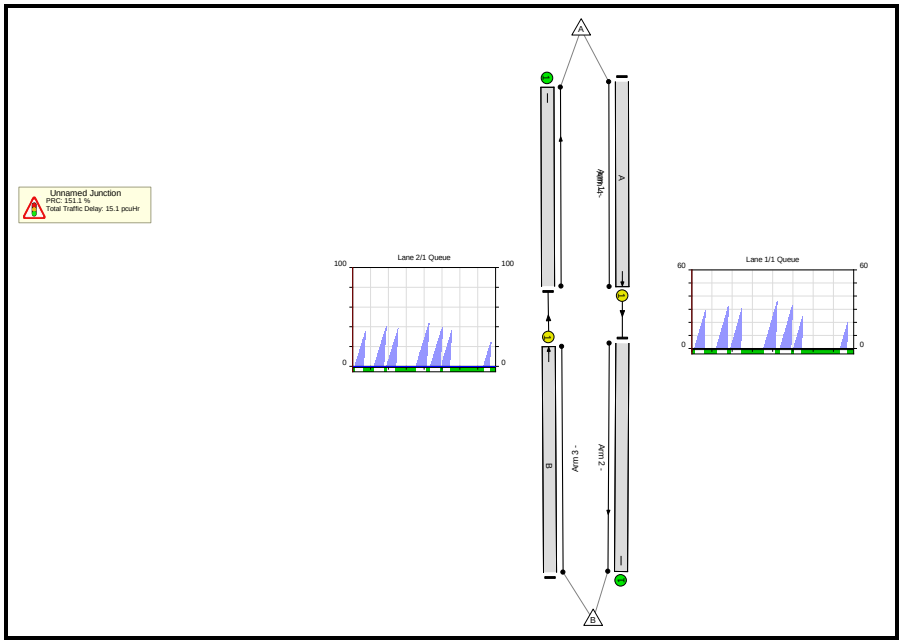
Stage	1	2	1	2	1	2	1	2	1	2
Duration	208	213	268	242	73	229	507	264	98	245
Change Point	3451	61	274	544	786	861	1090	1599	1863	1963

Stage	1	2	1	2						
Duration	54	181	855	149						
Change Point	2208	2264	2445	3302						

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**35.8%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**35.8%**
1/1	Ahead	U	N/A	N/A	A		7	2063	-	429	3600	2070	20.7%
2/1	Ahead	U	N/A	N/A	B		7	2063	-	474	2300	1322	35.8%
3/1		U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	474	Inf	Inf	0.0%

Full Input Data And Results

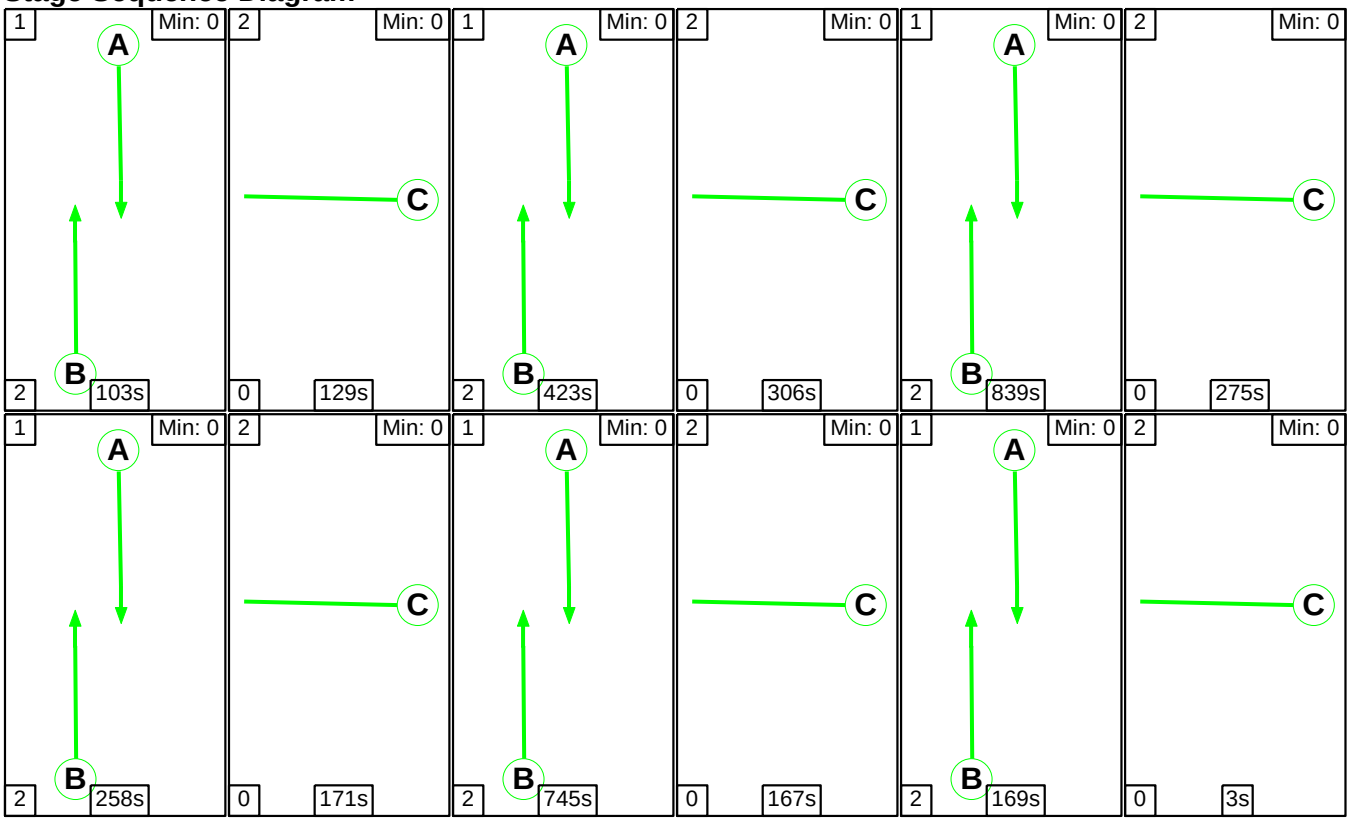
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**14.7**	**0.4**	**0.0**	**15.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**14.7**	**0.4**	**0.0**	**15.1**	**-**	**-**	**-**	**-**
1/1	429	429	-	-	-	6.5	0.1	-	6.6	55.4	35.8	0.1	35.9
2/1	474	474	-	-	-	8.2	0.3	-	8.5	64.5	43.8	0.3	44.1
3/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 151.1 Total Delay for Signalled Lanes (pcuHr): 15.09 Cycle Time (s): 3600
PRC Over All Lanes (%): 151.1 Total Delay Over All Lanes(pcuHr): 15.09

Full Input Data And Results

Scenario 62: '2036 WoD + HNRFI Trains 1600-1700' (FG28: '2036 WoD 1600-1700', Plan 4: '6 Trains/Hour')

Stage Sequence Diagram



Stage Timings

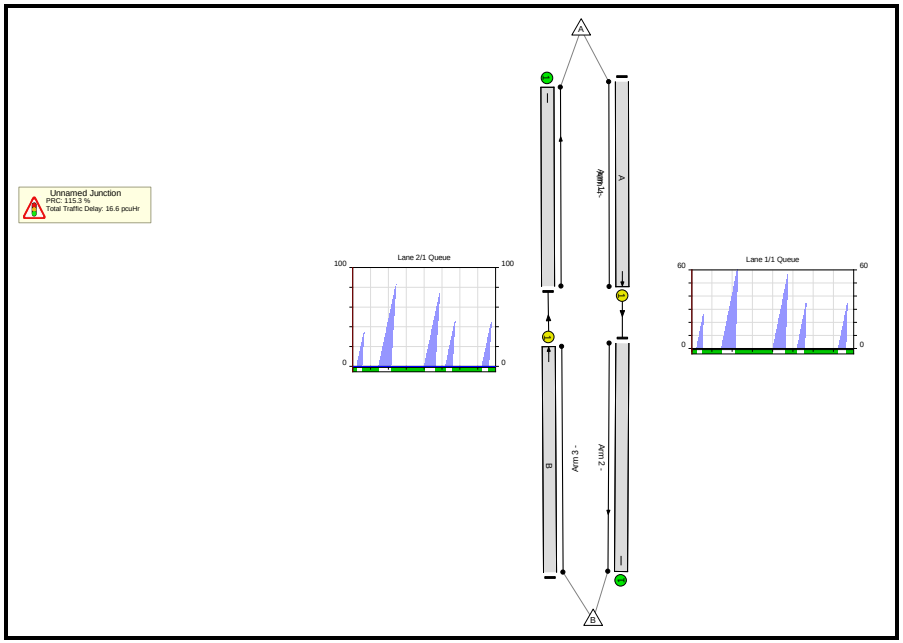
Stage	1	2	1	2	1	2	1	2	1	2
Duration	103	129	423	306	839	275	258	171	745	167
Change Point	1	106	235	660	966	1807	2082	2342	2513	3260

Stage	1	2								
Duration	169	3								
Change Point	3427	3598								

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**41.8%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**41.8%**
1/1	Ahead	U	N/A	N/A	A		6	2537	-	615	3600	2543	24.2%
2/1	Ahead	U	N/A	N/A	B		6	2537	-	679	2300	1625	41.8%
3/1		U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%

Full Input Data And Results

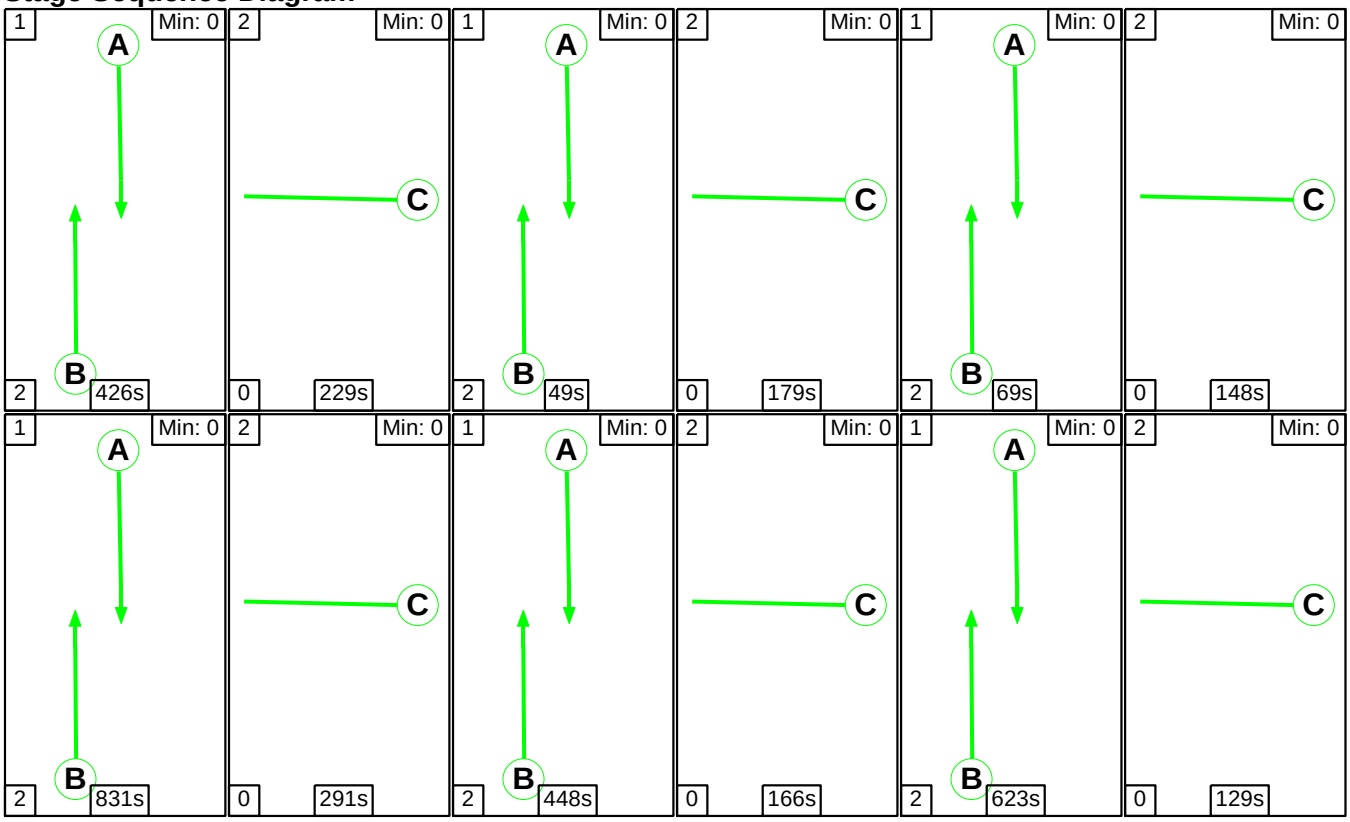
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**16.1**	**0.5**	**0.0**	**16.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**16.1**	**0.5**	**0.0**	**16.6**	**-**	**-**	**-**	**-**
1/1	615	615	-	-	-	7.0	0.2	-	7.2	42.0	63.2	0.2	63.4
2/1	679	679	-	-	-	9.1	0.4	-	9.5	50.2	82.0	0.4	82.4
3/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 115.3 Total Delay for Signalled Lanes (pcuHr): 16.65 Cycle Time (s): 3600
PRC Over All Lanes (%): 115.3 Total Delay Over All Lanes(pcuHr): 16.65

Full Input Data And Results

Scenario 63: '2036 WoD + HNRFI Trains 1700-1800' (FG29: '2036 WoD 1700-1800', Plan 4: '6 Trains/Hour')

Stage Sequence Diagram



Stage Timings

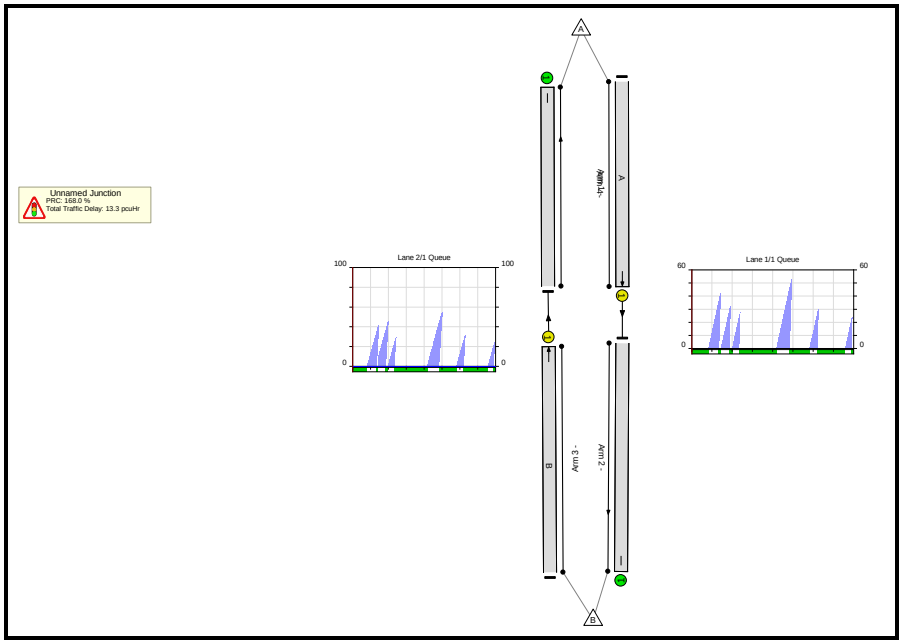
Stage	1	2	1	2	1	2	1	2	1	2
Duration	426	229	49	179	69	148	831	291	448	166
Change Point	3544	372	601	652	831	902	1050	1883	2174	2624

Stage	1	2								
Duration	623	129								
Change Point	2790	3415								

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**33.6%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**33.6%**
1/1	Ahead	U	N/A	N/A	A		6	2446	-	558	3600	2452	22.8%
2/1	Ahead	U	N/A	N/A	B		6	2446	-	526	2300	1567	33.6%
3/1		U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%

Full Input Data And Results

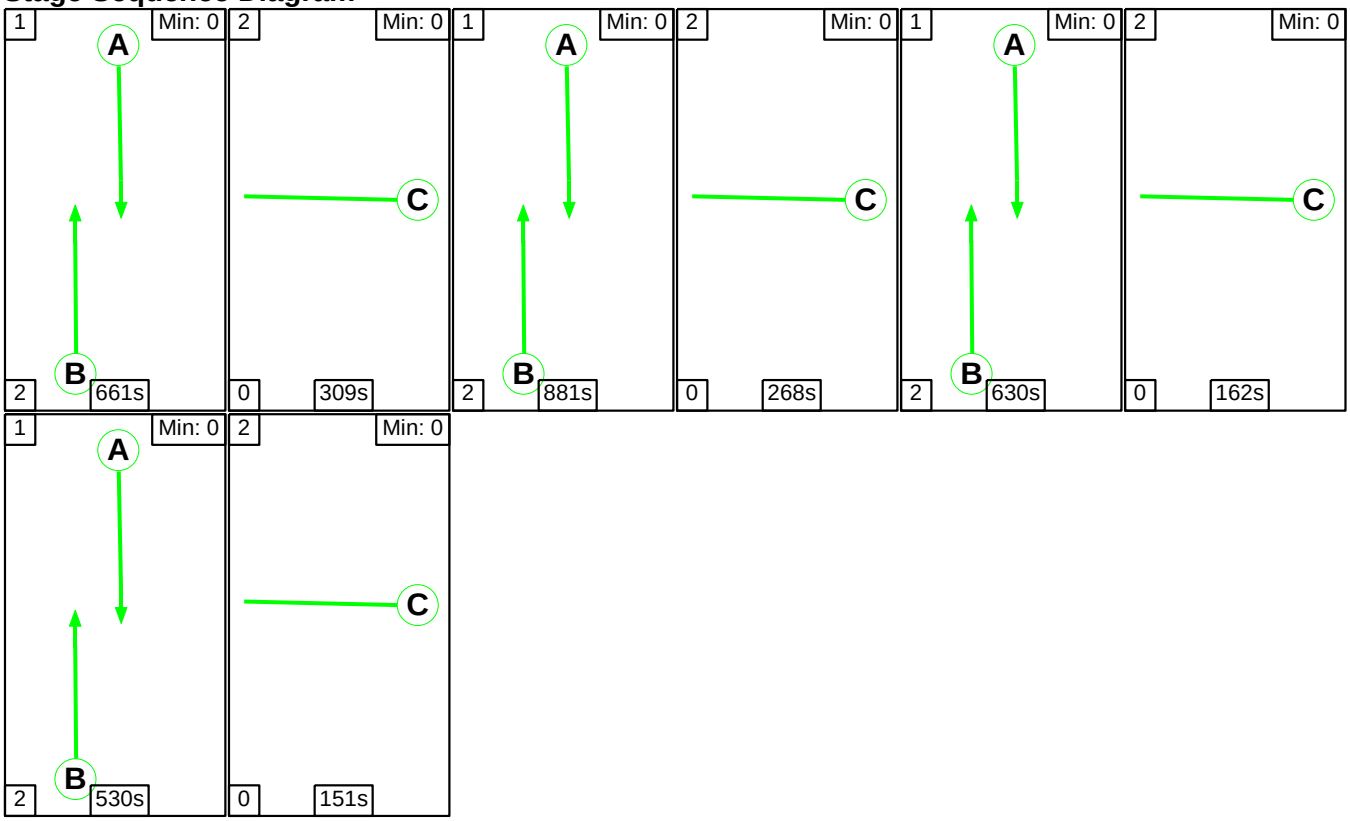
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**12.9**	**0.4**	**0.0**	**13.3**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**12.9**	**0.4**	**0.0**	**13.3**	**-**	**-**	**-**	**-**
1/1	558	558	-	-	-	6.1	0.1	-	6.2	40.0	53.5	0.1	53.6
2/1	526	526	-	-	-	6.9	0.3	-	7.1	48.8	55.2	0.3	55.5
3/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 168.0 Total Delay for Signalled Lanes (pcuHr): 13.32 Cycle Time (s): 3600
PRC Over All Lanes (%): 168.0 Total Delay Over All Lanes(pcuHr): 13.32

Full Input Data And Results

Scenario 64: '2036 WoD + HNRFI Trains 1900-2000' (FG31: '2036 WoD 1900-2000', Plan 1: '4 Trains/Hour')

Stage Sequence Diagram



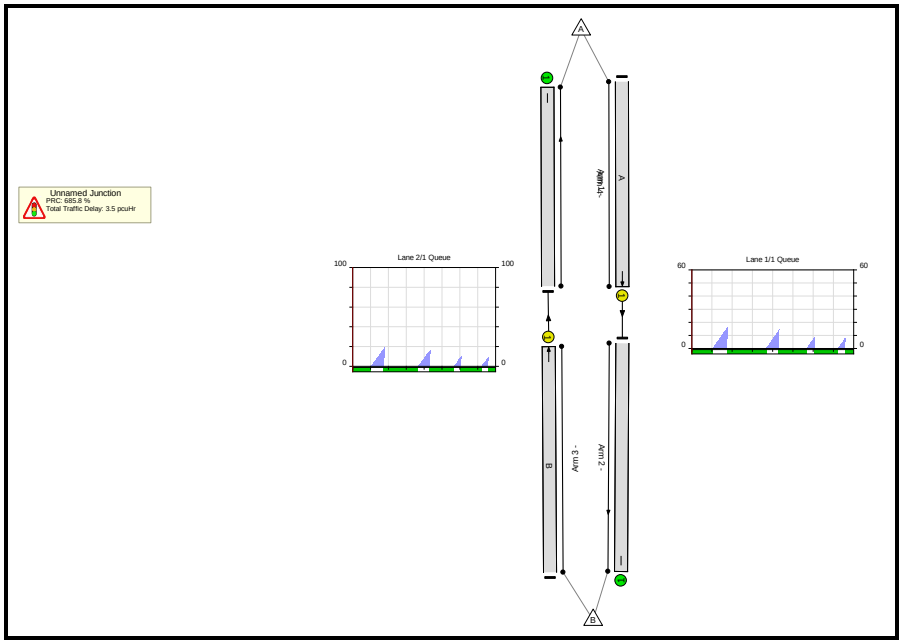
Stage Timings

Stage	1	2	1	2	1	2	1	2
Duration	661	309	881	268	630	162	530	151
Change Point	3407	470	779	1662	1930	2562	2724	3256

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**11.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**11.5%**
1/1	Ahead	U	N/A	N/A	A		4	2702	-	179	3600	2706	6.6%
2/1	Ahead	U	N/A	N/A	B		4	2702	-	198	2300	1729	11.5%
3/1		U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%

Full Input Data And Results

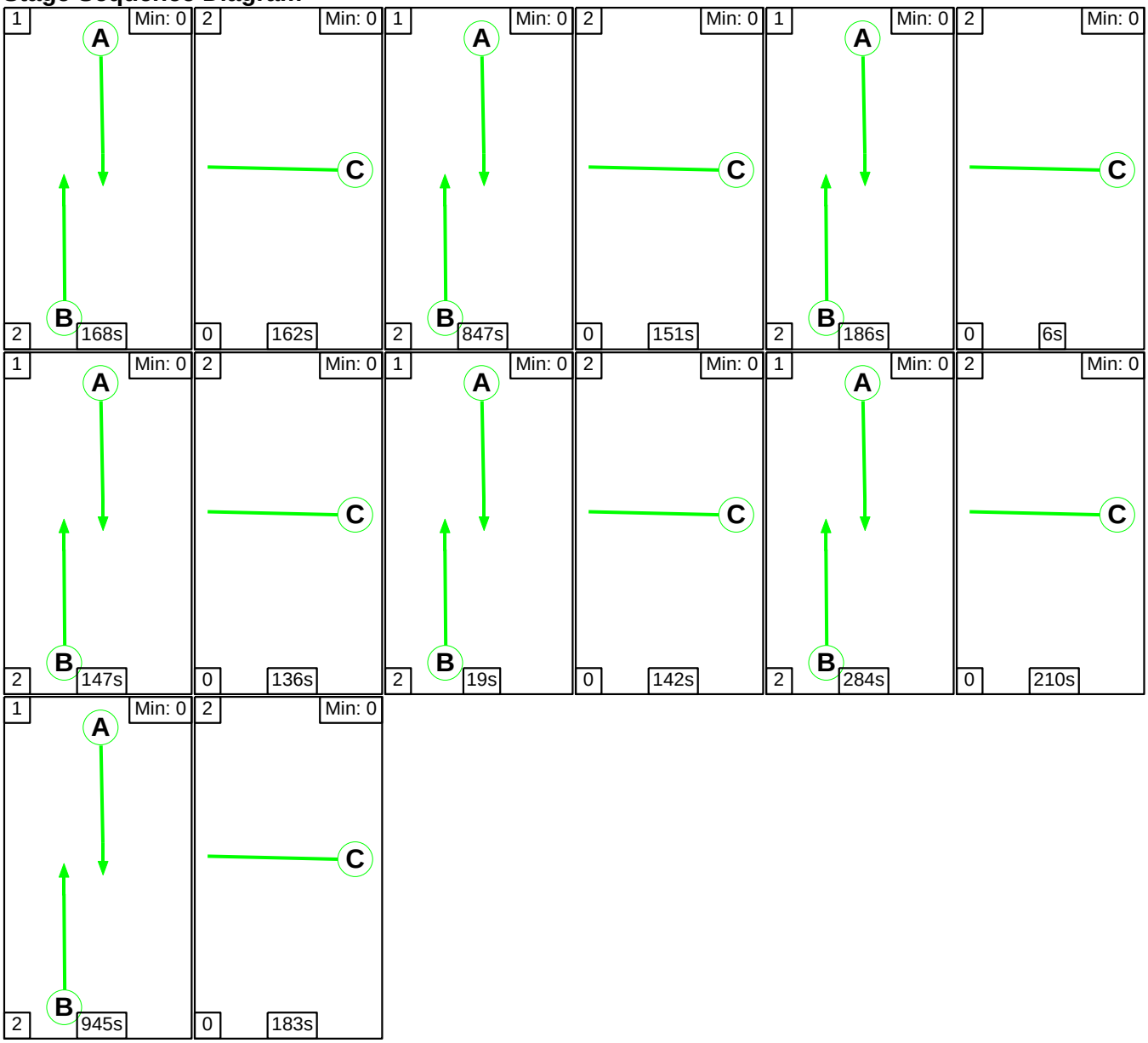
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**3.4**	**0.1**	**0.0**	**3.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**3.4**	**0.1**	**0.0**	**3.5**	**-**	**-**	**-**	**-**
1/1	179	179	-	-	-	1.6	0.0	-	1.6	32.6	16.2	0.0	16.2
2/1	198	198	-	-	-	1.8	0.1	-	1.9	34.3	18.6	0.1	18.7
3/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 685.8 Total Delay for Signalled Lanes (pcuHr): 3.51 Cycle Time (s): 3600
PRC Over All Lanes (%): 685.8 Total Delay Over All Lanes(pcuHr): 3.51

Full Input Data And Results

Scenario 65: '2036 WoD + HNRFI Trains 2000-2100' (FG32: '2036 WoD 2000-2100', Plan 6: '7 Trains/Hour')

Stage Sequence Diagram



Stage Timings

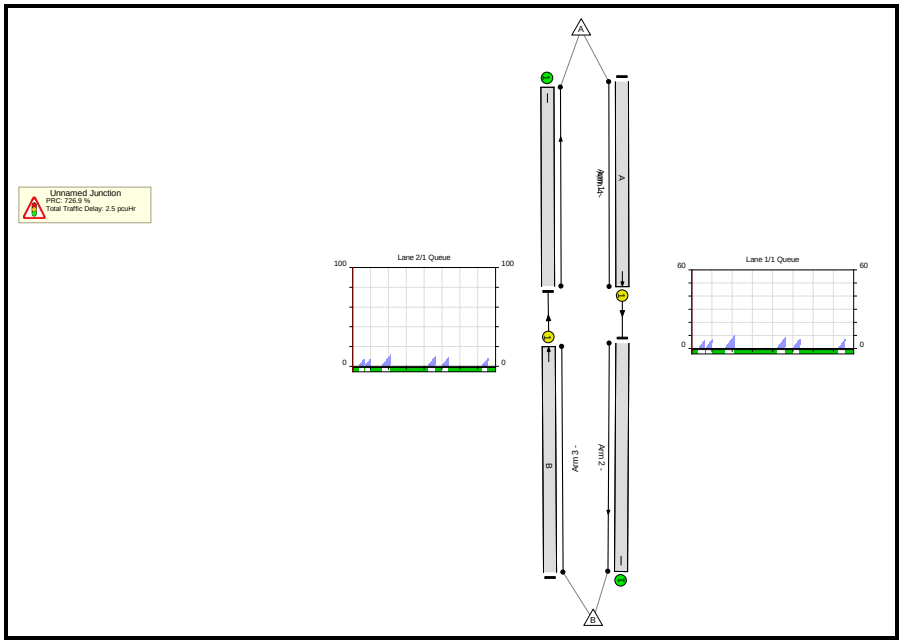
Stage	1	2	1	2	1	2	1	2	1	2
Duration	168	162	847	151	186	6	147	136	19	142
Change Point	2074	2244	2406	3255	3406	3594	0	149	285	306

Stage	1	2	1	2						
Duration	284	210	945	183						
Change Point	448	734	944	1891						

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**10.9%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**10.9%**
1/1	Ahead	U	N/A	N/A	A		7	2596	-	164	3600	2603	6.3%
2/1	Ahead	U	N/A	N/A	B		7	2596	-	181	2300	1663	10.9%
3/1		U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	181	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: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**2.4**	**0.1**	**0.0**	**2.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**2.4**	**0.1**	**0.0**	**2.5**	**-**	**-**	**-**	**-**
1/1	164	164	-	-	-	1.1	0.0	-	1.1	25.1	10.1	0.0	10.1
2/1	181	181	-	-	-	1.3	0.1	-	1.3	26.4	11.5	0.1	11.6
3/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

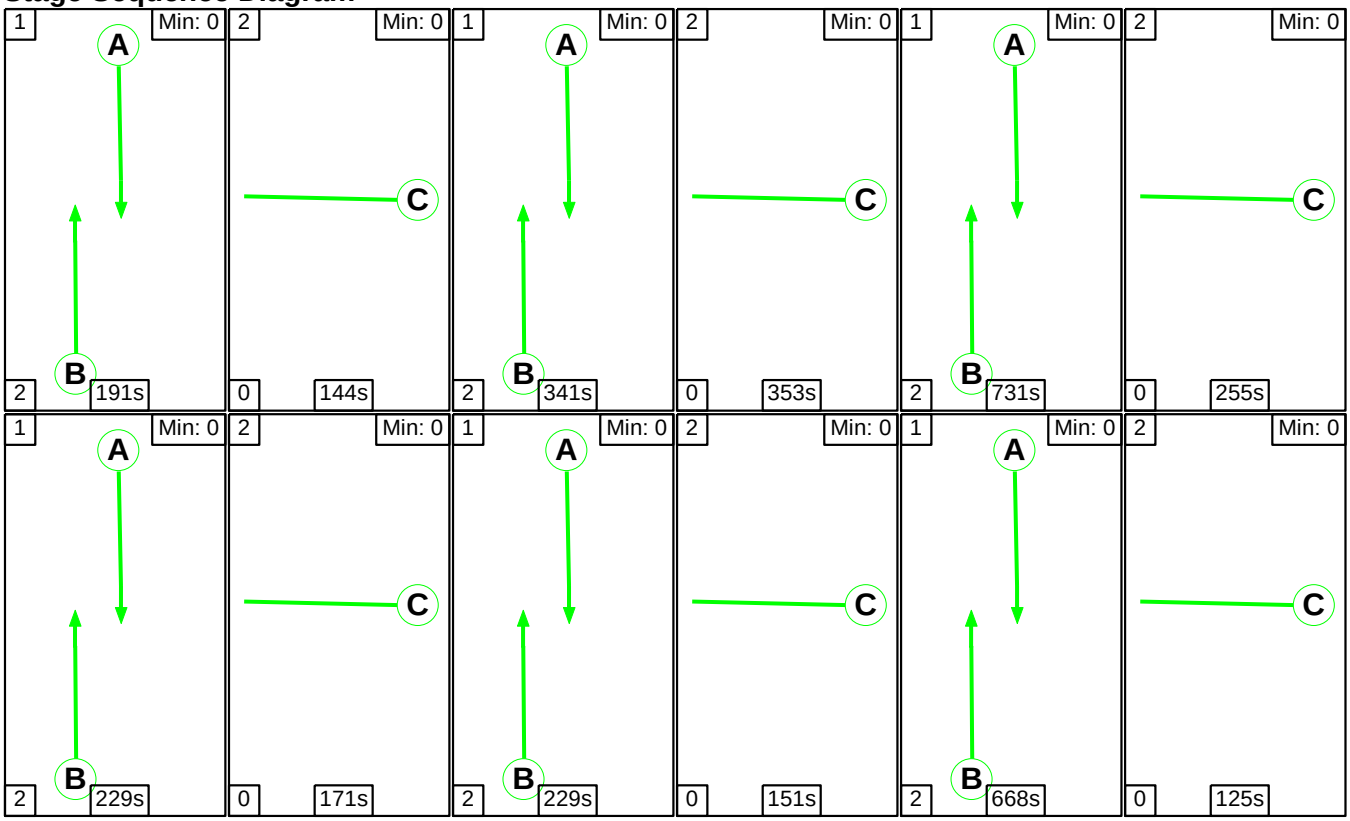
C1 PRC for Signalled Lanes (%): 726.9 Total Delay for Signalled Lanes (pcuHr): 2.47 Cycle Time (s): 3600

PRC Over All Lanes (%): 726.9 Total Delay Over All Lanes(pcuHr): 2.47

Full Input Data And Results

Scenario 66: '2036 WoD + HNRFI Trains 2100-2200' (FG33: '2036 WoD 2100-2200', Plan 4: '6 Trains/Hour')

Stage Sequence Diagram



Stage Timings

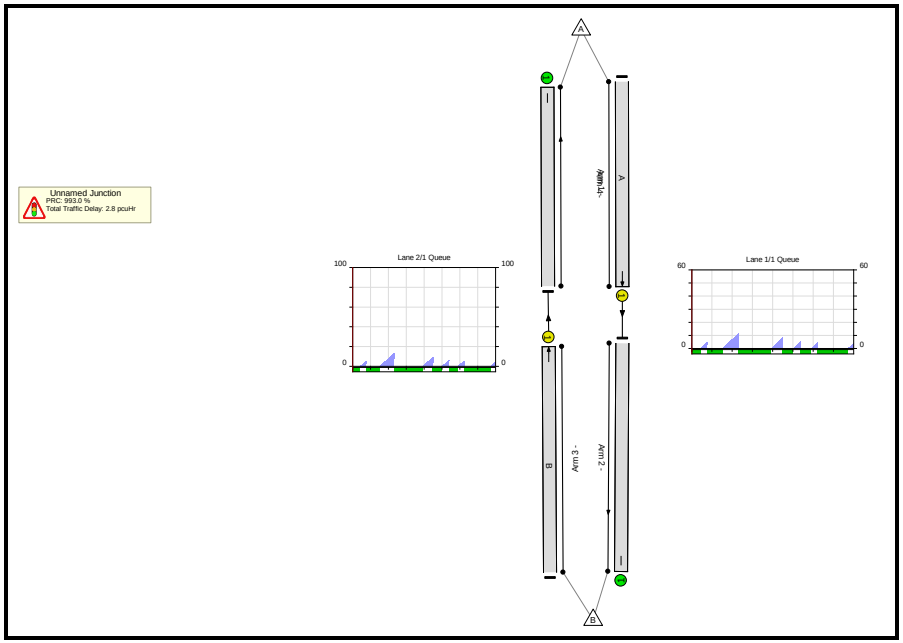
Stage	1	2	1	2	1	2	1	2	1	2
Duration	191	144	341	353	731	255	229	171	229	151
Change Point	1	194	338	681	1034	1767	2022	2253	2424	2655

Stage	1	2								
Duration	668	125								
Change Point	2806	3476								

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**8.2%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**8.2%**
1/1	Ahead	U	N/A	N/A	A		6	2389	-	114	3600	2395	4.8%
2/1	Ahead	U	N/A	N/A	B		6	2389	-	126	2300	1530	8.2%
3/1		U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	126	Inf	Inf	0.0%

Full Input Data And Results

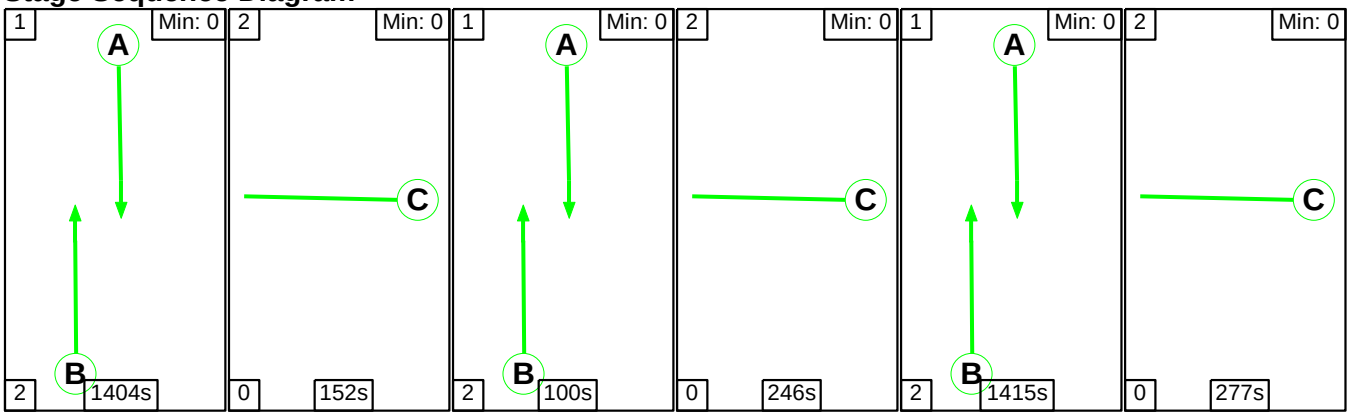
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**2.7**	**0.1**	**0.0**	**2.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**2.7**	**0.1**	**0.0**	**2.8**	**-**	**-**	**-**	**-**
1/1	114	114	-	-	-	1.3	0.0	-	1.3	41.0	11.6	0.0	11.6
2/1	126	126	-	-	-	1.4	0.0	-	1.5	42.5	13.1	0.0	13.1
3/1	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	126	126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 993.0 Total Delay for Signalled Lanes (pcuHr): 2.79 Cycle Time (s): 3600
PRC Over All Lanes (%): 993.0 Total Delay Over All Lanes(pcuHr): 2.79

Full Input Data And Results

Scenario 67: '2036 WoD + HNRFI Trains 2200-2300' (FG34: '2036 WoD 2200-2300', Plan 3: '3 Trains/Hour')

Stage Sequence Diagram



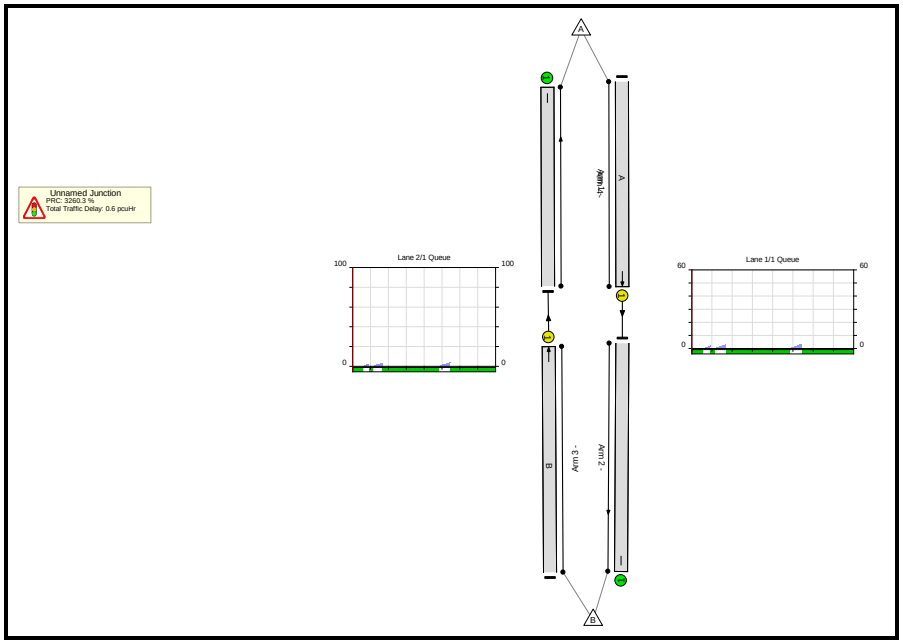
Stage Timings

Stage	1	2	1	2	1	2
Duration	1404	152	100	246	1415	277
Change Point	2449	255	407	509	755	2172

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**2.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**2.7%**
1/1	Ahead	U	N/A	N/A	A		3	2919	-	45	3600	2922	1.5%
2/1	Ahead	U	N/A	N/A	B		3	2919	-	50	2300	1867	2.7%
3/1		U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	50	Inf	Inf	0.0%

Full Input Data And Results

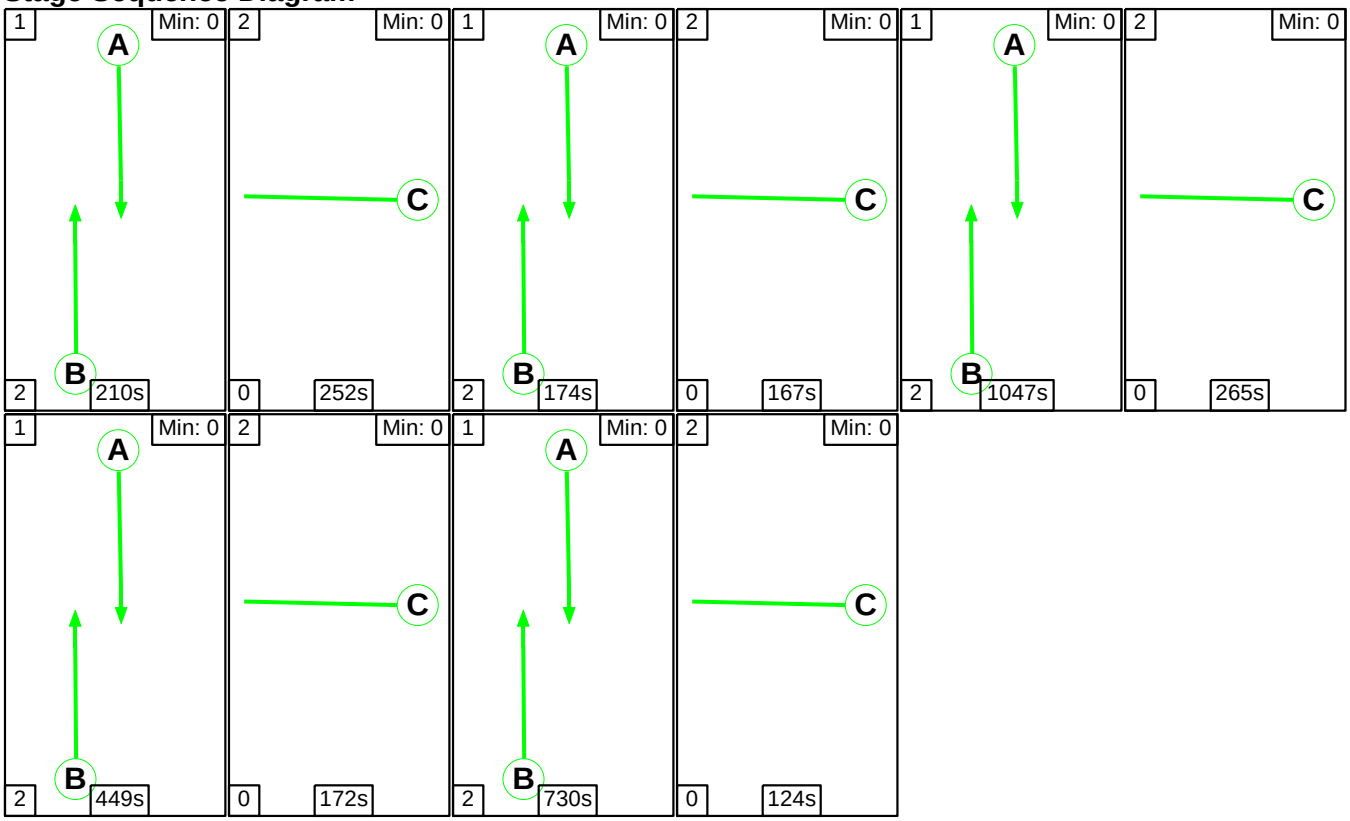
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**0.6**	**0.0**	**0.0**	**0.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**0.6**	**0.0**	**0.0**	**0.6**	**-**	**-**	**-**	**-**
1/1	45	45	-	-	-	0.3	0.0	-	0.3	23.4	3.5	0.0	3.5
2/1	50	50	-	-	-	0.3	0.0	-	0.3	24.0	3.9	0.0	4.0
3/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 3260.3 Total Delay for Signalled Lanes (pcuHr): 0.62 Cycle Time (s): 3600
PRC Over All Lanes (%): 3260.3 Total Delay Over All Lanes(pcuHr): 0.62

Full Input Data And Results

Scenario 68: '2036 WoD + HNRFI Trains 1800-1900' (FG30: '2036 WoD 1800-1900', Plan 2: '5 Trains/Hour')

Stage Sequence Diagram



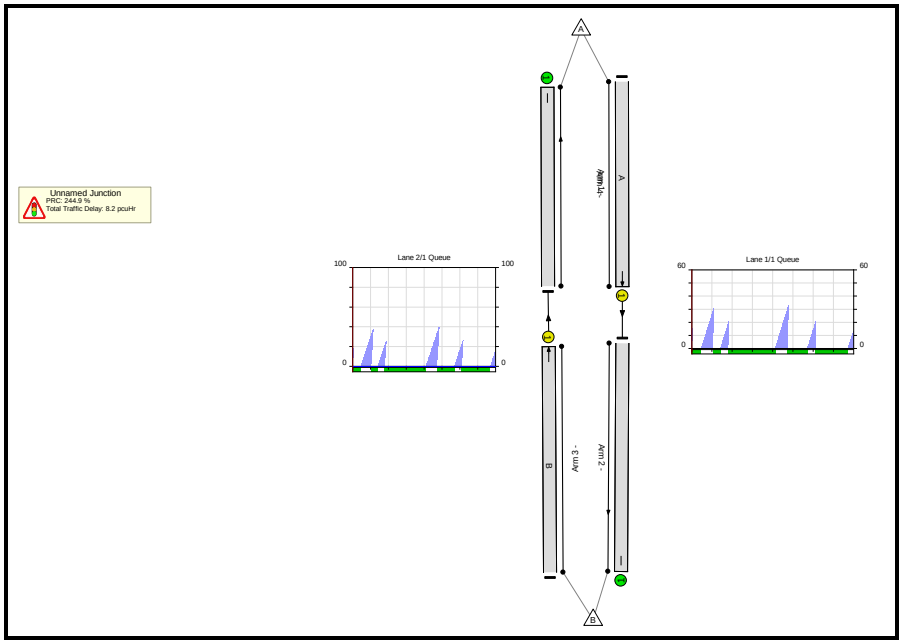
Stage Timings

Stage	1	2	1	2	1	2	1	2	1	2
Duration	210	252	174	167	1047	265	449	172	730	124
Change Point	0	212	464	640	807	1856	2121	2572	2744	3476

Signal Timings Diagram

Full Input Data And Results

Network Layout Diagram



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: Narborough Level Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**26.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**26.1%**
1/1	Ahead	U	N/A	N/A	A		5	2610	-	395	3600	2615	15.1%
2/1	Ahead	U	N/A	N/A	B		5	2610	-	436	2300	1671	26.1%
3/1		U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	436	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: Narborough Level Crossing	**-**	**-**	**0**	**0**	**0**	**7.9**	**0.3**	**0.0**	**8.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**7.9**	**0.3**	**0.0**	**8.2**	**-**	**-**	**-**	**-**
1/1	395	395	-	-	-	3.6	0.1	-	3.7	33.3	32.7	0.1	32.8
2/1	436	436	-	-	-	4.3	0.2	-	4.5	37.2	39.7	0.2	39.9
3/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 244.9 Total Delay for Signalled Lanes (pcuHr): 8.16 Cycle Time (s): 3600

PRC Over All Lanes (%): 244.9 Total Delay Over All Lanes(pcuHr): 8.16