Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Environmental Statement
Volume 2: Appendices

Appendix 8.1: Transport Assessment (part 12a of 20) Capacity Assessment Modelling

Document reference: 6.2.8.1B

Revision: ~~08~~09

~~September~~ November 2023

Planning Act 2008

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

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 Regulation 14

This document forms a part of the Environmental Statement for the Hinckley National Rail Freight Interchange project.

Tritax Symmetry (Hinckley) Limited (TSH) has applied to the Secretary of State for Transport for a Development Consent Order (DCO) for the Hinckley National Rail Freight Interchange (HNRFI).

To help inform the determination of the DCO application, TSH has undertaken an environmental impact assessment (EIA) of its proposals. EIA is a process that aims to improve the environmental design of a development proposal, and to provide the decision maker with sufficient information about the environmental effects of the project to make a decision.

The findings of an EIA are described in a written report known as an Environmental Statement (ES). An ES provides environmental information about the scheme, including a description of the development, its predicted environmental effects and the measures proposed to ameliorate any adverse effects.

Further details about the proposed Hinckley National Rail Freight Interchange are available on the project website:

http://www.hinckleynrfi.co.uk/

The DCO application and documents relating to the examination of the proposed development can be viewed on the Planning Inspectorate's National Infrastructure Planning website:

https://infrastructure.planninginspectorate.gov.uk/projects/east-midlands/hinckley-national-rail-freight-interchange/

APPENDICES

Appendix 11: Capacity Assessment Junction Modelling

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.2.1574
© Copyright TRL Software Limited, 2021

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 221005 B4668 Leicester Road_Site Access Junction SLTL.j10
Path: X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\04 Junction Modelling\03 B4668 Leicester Road Site Access
Report generation date: 05/10/2022 14:34:41

»WoDWS 2026 , AM
»WoDWS 2026 , PM
»WDWS 2026 , AM
»WDWS 2026, PM
»WoDWS 2036, AM
»WoDWS 2036, PM
»WDWS 2036, AM
»WDWS 2036, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	WoDWS 2026									
Arm 1	D1	0.3	2.06	0.23	A	D2	0.2	1.90	0.19	A
Arm 2		0.6	3.17	0.36	A		2.0	5.58	0.66	A
Arm 3		0.4	3.24	0.29	A		0.6	4.98	0.36	A
	WDWS 2026									
Arm 1	D3	0.3	2.01	0.20	A	D4	0.3	1.91	0.21	A
Arm 2		0.7	3.39	0.36	A		2.4	6.54	0.69	A
Arm 3		0.5	3.55	0.35	A		0.6	5.09	0.36	A
	WoDWS 2036									
Arm 1	D5	0.3	2.09	0.24	A	D6	0.3	1.98	0.23	A
Arm 2		0.8	3.61	0.43	A		2.3	6.45	0.69	A
Arm 3		0.5	3.63	0.34	A		0.6	5.23	0.36	A
	WDWS 2036									
Arm 1	D7	0.3	2.06	0.21	A	D8	0.3	2.01	0.25	A
Arm 2		0.7	3.48	0.40	A		2.3	6.64	0.69	A
Arm 3		0.7	4.03	0.41	A		0.6	5.29	0.38	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	15/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	BWB\AJ.Oakes
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	WoDWS 2026	AM	ONE HOUR	07:45	09:15	15
D2	WoDWS 2026	PM	ONE HOUR	16:45	18:15	15
D3	WDWS 2026	AM	ONE HOUR	07:45	09:15	15
D4	WDWS 2026	PM	ONE HOUR	16:45	18:15	15
D5	WoDWS 2036	AM	ONE HOUR	07:45	09:15	15
D6	WoDWS 2036	PM	ONE HOUR	16:45	18:15	15
D7	WDWS 2036	AM	ONE HOUR	07:45	09:15	15
D8	WDWS 2036	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

WoDWS 2026 , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.57	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Leicester Road (N)		
2	Link Road		
3	Leicester Road (S)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.65	9.00	46.0	40.0	50.0	20.4		
2	3.65	9.00	47.0	20.0	50.0	33.6		
3	3.65	9.00	13.0	40.0	50.0	30.0		

Bypass

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

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.761	2419
2	0.712	2266
3	0.644	1850

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	WoDWS 2026	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1252	100.000
2		✓	614	100.000
3		✓	417	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	761	491
	2	390	0	224
	3	285	132	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	7	1
	2	10	0	0
	3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.23	2.06	0.3	A
2	0.36	3.17	0.6	A
3	0.29	3.24	0.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	943	573	99	2344	0.158	369	0.2	1.840	A
2	462	0	369	2003	0.231	461	0.3	2.475	A
3	314	0	293	1661	0.189	313	0.2	2.677	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1126	684	119	2329	0.190	441	0.2	1.925	A
2	552	0	441	1951	0.283	552	0.4	2.729	A
3	375	0	350	1624	0.231	375	0.3	2.890	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1378	838	145	2309	0.234	540	0.3	2.055	A
2	676	0	540	1881	0.359	675	0.6	3.167	A
3	459	0	429	1574	0.292	459	0.4	3.237	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1378	838	145	2309	0.234	541	0.3	2.056	A
2	676	0	541	1881	0.359	676	0.6	3.170	A
3	459	0	429	1573	0.292	459	0.4	3.240	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1126	684	119	2329	0.190	442	0.2	1.926	A
2	552	0	442	1951	0.283	553	0.4	2.735	A
3	375	0	351	1624	0.231	375	0.3	2.895	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	943	573	99	2344	0.158	370	0.2	1.841	A
2	462	0	370	2002	0.231	463	0.3	2.481	A
3	314	0	294	1661	0.189	314	0.2	2.684	A

WoDWS 2026 , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.24	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	WoDWS 2026	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	782	100.000
2		✓	1165	100.000
3		✓	377	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	372	410
	2	1005	0	160
	3	288	89	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	7	0
	2	3	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.19	1.90	0.2	A
2	0.66	5.58	2.0	A
3	0.36	4.98	0.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	589	280	67	2369	0.130	308	0.1	1.746	A
2	877	0	308	2046	0.429	874	0.8	3.143	A
3	284	0	754	1364	0.208	283	0.3	3.325	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	703	334	80	2359	0.156	368	0.2	1.808	A
2	1047	0	368	2003	0.523	1046	1.1	3.852	A
3	339	0	902	1269	0.267	339	0.4	3.868	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	861	410	98	2345	0.193	451	0.2	1.900	A
2	1283	0	451	1944	0.660	1279	2.0	5.526	A
3	415	0	1104	1139	0.364	414	0.6	4.961	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	861	410	98	2345	0.193	451	0.2	1.900	A
2	1283	0	451	1944	0.660	1283	2.0	5.580	A
3	415	0	1106	1137	0.365	415	0.6	4.984	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	703	334	80	2358	0.156	369	0.2	1.808	A
2	1047	0	369	2003	0.523	1051	1.1	3.892	A
3	339	0	906	1266	0.268	340	0.4	3.889	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	589	280	67	2368	0.130	309	0.2	1.747	A
2	877	0	309	2046	0.429	879	0.8	3.169	A
3	284	0	758	1362	0.208	284	0.3	3.344	A

WDWS 2026 , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	WDWS 2026	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1389	100.000
2		✓	631	100.000
3		✓	490	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	966	423
	2	415	0	216
	3	316	174	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	16	1
	2	28	0	0
	3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.20	2.01	0.3	A
2	0.36	3.39	0.7	A
3	0.35	3.55	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1046	727	131	2320	0.137	318	0.2	1.815	A
2	475	0	318	2039	0.233	474	0.4	2.683	A
3	369	0	312	1649	0.224	368	0.3	2.816	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1249	868	156	2300	0.165	380	0.2	1.892	A
2	567	0	380	1995	0.284	567	0.5	2.944	A
3	440	0	373	1610	0.274	440	0.4	3.089	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1529	1064	191	2274	0.205	465	0.3	2.010	A
2	695	0	465	1934	0.359	694	0.7	3.389	A
3	540	0	456	1556	0.347	539	0.5	3.550	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1529	1064	192	2274	0.205	466	0.3	2.010	A
2	695	0	466	1934	0.359	695	0.7	3.392	A
3	540	0	457	1556	0.347	539	0.5	3.554	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1249	868	157	2300	0.165	381	0.2	1.896	A
2	567	0	381	1995	0.284	568	0.5	2.950	A
3	440	0	374	1609	0.274	441	0.4	3.096	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1046	727	131	2320	0.137	319	0.2	1.816	A
2	475	0	319	2039	0.233	475	0.4	2.692	A
3	369	0	313	1648	0.224	369	0.3	2.824	A

WDWS 2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	WDWS 2026	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	940	100.000
2		✓	1197	100.000
3		✓	356	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	476	464
	2	1058	0	139
	3	324	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	29	0
	2	7	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.21	1.91	0.3	A
2	0.69	6.54	2.4	A
3	0.36	5.09	0.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	708	358	24	2401	0.145	349	0.2	1.753	A
2	901	0	349	2017	0.447	898	0.9	3.403	A
3	268	0	794	1339	0.200	267	0.2	3.355	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	845	428	29	2398	0.174	417	0.2	1.816	A
2	1076	0	417	1969	0.547	1074	1.3	4.265	A
3	320	0	950	1238	0.258	320	0.3	3.917	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1035	524	35	2393	0.214	511	0.3	1.912	A
2	1318	0	511	1902	0.693	1314	2.3	6.447	A
3	392	0	1161	1102	0.356	391	0.5	5.058	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1035	524	35	2393	0.214	511	0.3	1.912	A
2	1318	0	511	1902	0.693	1318	2.4	6.540	A
3	392	0	1165	1100	0.356	392	0.6	5.085	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	845	428	29	2397	0.174	417	0.2	1.817	A
2	1076	0	417	1968	0.547	1080	1.3	4.323	A
3	320	0	955	1235	0.259	321	0.4	3.941	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	708	358	24	2401	0.145	349	0.2	1.754	A
2	901	0	349	2017	0.447	903	0.9	3.437	A
3	268	0	798	1336	0.201	268	0.3	3.372	A

WoDWS 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.80	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	WoDWS 2036	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1391	100.000
2		✓	732	100.000
3		✓	468	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	881	510
	2	481	0	251
	3	328	140	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	6	1
	2	10	0	0
	3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.24	2.09	0.3	A
2	0.43	3.61	0.8	A
3	0.34	3.63	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1047	663	105	2339	0.164	383	0.2	1.858	A
2	551	0	383	1993	0.277	549	0.4	2.651	A
3	352	0	361	1617	0.218	351	0.3	2.849	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1250	792	126	2324	0.197	458	0.2	1.949	A
2	658	0	458	1939	0.339	657	0.5	2.985	A
3	421	0	432	1572	0.268	420	0.4	3.136	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1532	970	154	2302	0.244	561	0.3	2.088	A
2	806	0	561	1866	0.432	805	0.8	3.605	A
3	515	0	529	1509	0.341	515	0.5	3.629	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1532	970	154	2302	0.244	562	0.3	2.088	A
2	806	0	562	1866	0.432	806	0.8	3.611	A
3	515	0	530	1509	0.342	515	0.5	3.633	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1250	792	126	2323	0.197	459	0.2	1.951	A
2	658	0	459	1939	0.339	659	0.5	2.995	A
3	421	0	433	1571	0.268	421	0.4	3.144	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1047	663	106	2339	0.164	384	0.2	1.859	A
2	551	0	384	1992	0.277	552	0.4	2.660	A
3	352	0	362	1616	0.218	353	0.3	2.857	A

WoDWS 2036, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	WoDWS 2036	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	945	100.000
2		✓	1184	100.000
3		✓	356	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	449	496
	2	1086	0	98
	3	290	66	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	0
	2	3	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.23	1.98	0.3	A
2	0.69	6.45	2.3	A
3	0.36	5.23	0.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	711	338	50	2382	0.157	373	0.2	1.791	A
2	891	0	373	2000	0.446	888	0.8	3.316	A
3	268	0	815	1325	0.202	267	0.3	3.398	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	850	404	59	2374	0.188	446	0.2	1.865	A
2	1064	0	446	1948	0.546	1063	1.2	4.170	A
3	320	0	975	1222	0.262	320	0.4	3.987	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1040	494	73	2364	0.231	546	0.3	1.979	A
2	1304	0	546	1877	0.695	1299	2.3	6.357	A
3	392	0	1192	1082	0.362	391	0.6	5.201	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1040	494	73	2364	0.231	546	0.3	1.979	A
2	1304	0	546	1877	0.695	1304	2.3	6.450	A
3	392	0	1196	1080	0.363	392	0.6	5.232	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	850	404	59	2374	0.188	446	0.2	1.869	A
2	1064	0	446	1948	0.546	1069	1.3	4.228	A
3	320	0	980	1219	0.263	321	0.4	4.015	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	711	338	50	2382	0.157	374	0.2	1.792	A
2	891	0	374	2000	0.446	893	0.8	3.347	A
3	268	0	819	1322	0.203	268	0.3	3.416	A

WDWS 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	WDWS 2036	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1423	100.000
2		✓	703	100.000
3		✓	573	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	990	433
	2	454	0	249
	3	359	214	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	16	1
	2	19	0	0
	3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.21	2.06	0.3	A
2	0.40	3.48	0.7	A
3	0.41	4.03	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1071	745	161	2297	0.142	325	0.2	1.843	A
2	529	0	325	2034	0.260	528	0.4	2.662	A
3	431	0	341	1630	0.265	430	0.4	3.006	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1279	890	192	2273	0.171	389	0.2	1.929	A
2	632	0	389	1988	0.318	631	0.5	2.958	A
3	515	0	408	1587	0.325	515	0.5	3.367	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1567	1090	235	2240	0.213	476	0.3	2.061	A
2	774	0	476	1926	0.402	773	0.7	3.477	A
3	631	0	499	1528	0.413	630	0.7	4.018	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1567	1090	236	2240	0.213	477	0.3	2.061	A
2	774	0	477	1926	0.402	774	0.7	3.483	A
3	631	0	500	1528	0.413	631	0.7	4.027	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1279	890	193	2273	0.171	390	0.2	1.930	A
2	632	0	390	1988	0.318	633	0.5	2.962	A
3	515	0	409	1587	0.325	516	0.5	3.379	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1071	745	161	2297	0.142	326	0.2	1.844	A
2	529	0	326	2033	0.260	530	0.4	2.672	A
3	431	0	342	1629	0.265	432	0.4	3.017	A

WDWS 2036, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.57	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	WDWS 2036	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1036	100.000
2		✓	1149	100.000
3		✓	375	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	489	547
	2	1067	0	82
	3	364	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	27	1
	2	6	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.25	2.01	0.3	A
2	0.69	6.64	2.3	A
3	0.38	5.29	0.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	780	368	8	2413	0.171	411	0.2	1.815	A
2	865	0	411	1973	0.438	862	0.8	3.410	A
3	282	0	800	1334	0.212	281	0.3	3.415	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	931	440	10	2412	0.204	492	0.3	1.892	A
2	1033	0	492	1916	0.539	1031	1.2	4.289	A
3	337	0	958	1233	0.273	337	0.4	4.014	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1141	538	12	2410	0.250	602	0.3	2.010	A
2	1265	0	602	1837	0.689	1261	2.3	6.547	A
3	413	0	1171	1096	0.377	412	0.6	5.258	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1141	538	12	2410	0.250	602	0.3	2.010	A
2	1265	0	602	1837	0.689	1265	2.3	6.643	A
3	413	0	1175	1093	0.378	413	0.6	5.289	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	931	440	10	2412	0.204	492	0.3	1.896	A
2	1033	0	492	1915	0.539	1037	1.2	4.347	A
3	337	0	963	1230	0.274	338	0.4	4.041	A

18:00 - 18:15

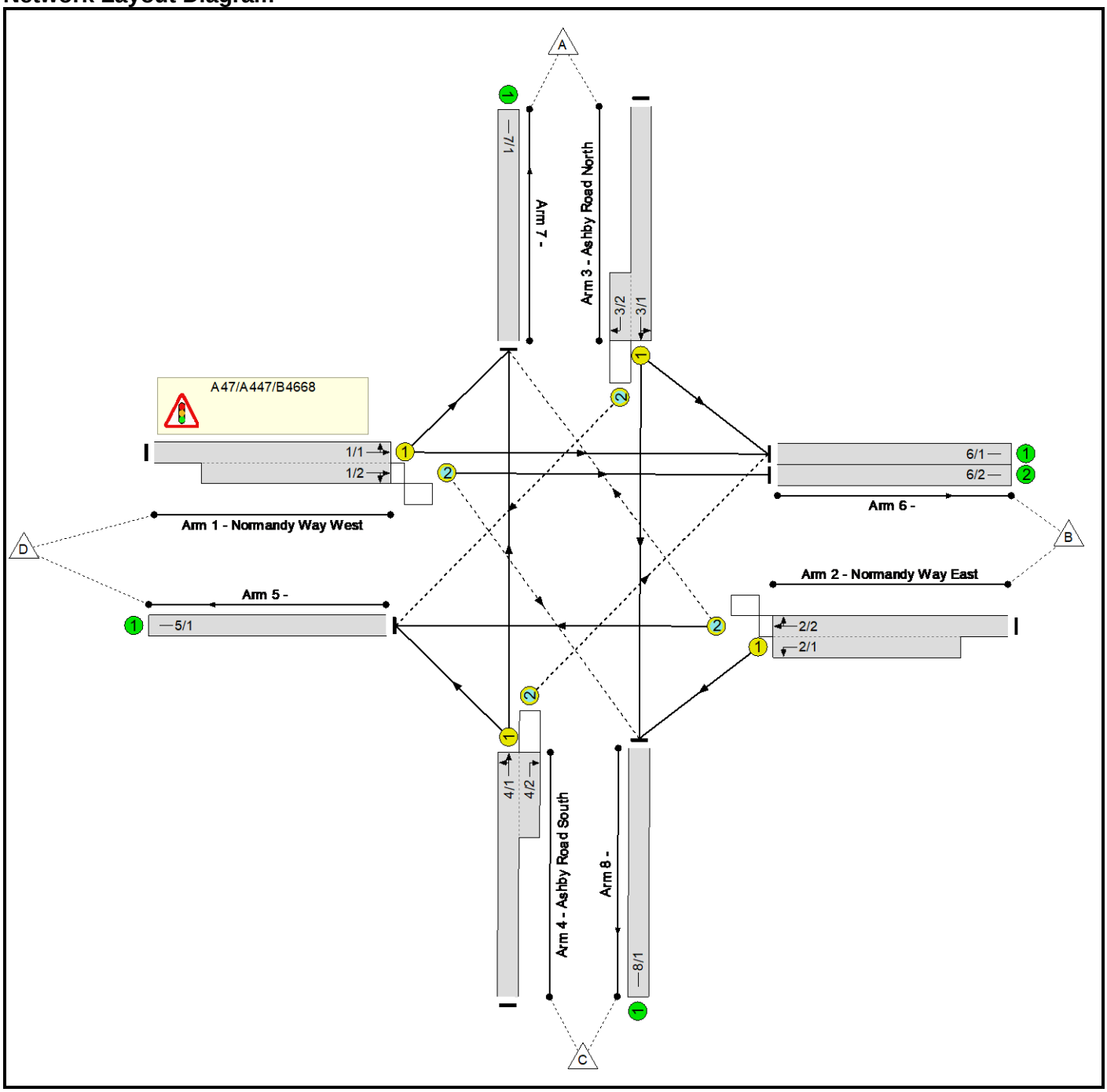
Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	780	368	8	2413	0.171	412	0.2	1.819	A
2	865	0	412	1972	0.439	867	0.8	3.444	A
3	282	0	805	1332	0.212	283	0.3	3.435	A

Full Input Data And Results

User and Project Details

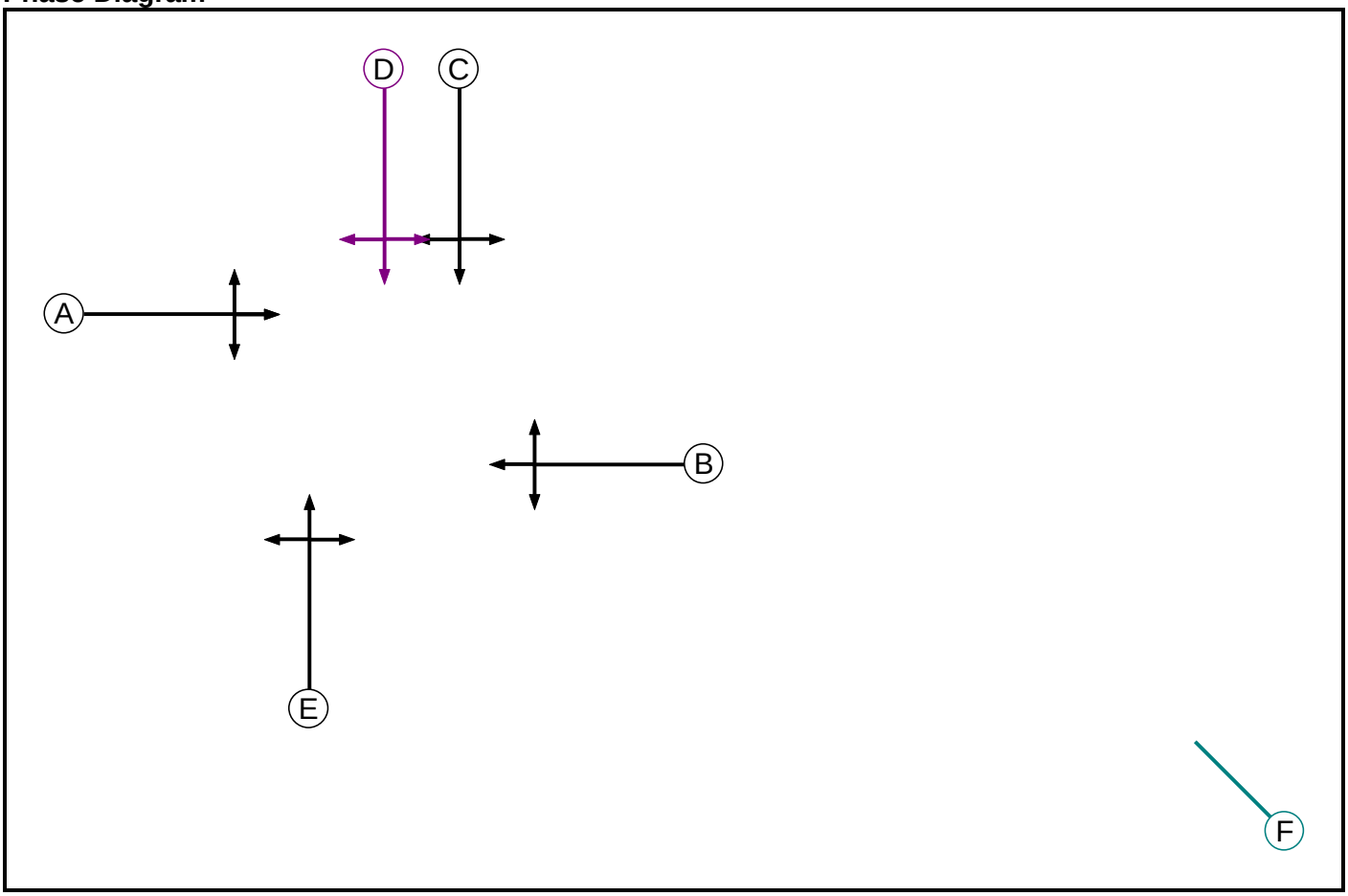
Project:	**Hinckley Rail Freight Interchange**
Title:	**A47/Ashby Road Junction**
Location:	
Additional detail:	Information taken from Signals Data/Drawing supplied by LCC This junction operates under MOVA control
File name:	220520 Ashby Road_Normandy Way (Existing Layout).lsg3x
Author:	AJ Oakes
Company:	BWB Consulting Ltd
Address:	Nottingham

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		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	C	4	4
E	Traffic		7	7
F	Dummy		4	4

Full Input Data And Results

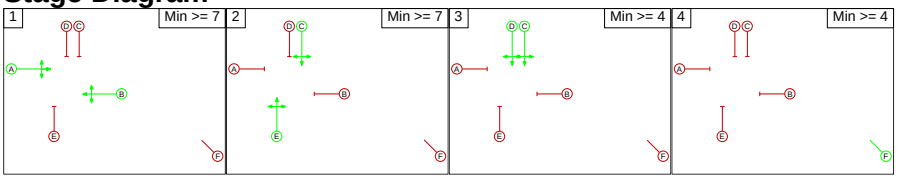
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F
A		-	7	6	7	3
B	-		5	5	5	3
C	7	7		-	-	3
D	7	7	-		5	3
E	6	6	-	4		3
F	2	2	2	2	2	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4
1		7	X	3
2	7		4	3
3	7	X		3
4	2	2	X	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A47/A447/B4668											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (Normandy Way West)	8/1 (Right)	1439	0	2/2	1.09	To 5/1 (Ahead)	3.00	2.00	0.50	3	2.00
				2/1	1.09	All					
2/2 (Normandy Way East)	7/1 (Right)	1439	0	1/2	1.09	To 6/2 (Ahead)	3.00	2.00	0.50	3	2.00
				1/1	1.09	All					
3/2 (Ashby Road North)	5/1 (Right)	1439	0	4/1	1.09	All	3.00	-	0.50	3	2.00
4/2 (Ashby Road South)	6/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00

Full Input Data And Results

Lane Input Data

Junction: A47/A447/B4668

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 (Normandy Way West)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Left	15.00
1/2 (Normandy Way West)	O	A	2	3	20.9	Geom	-	4.50	0.00	Y	Arm 6 Ahead	Inf
											Arm 8 Right	20.00
2/1 (Normandy Way East)	U	B	2	3	15.7	Geom	-	3.00	0.00	Y	Arm 8 Left	15.00
2/2 (Normandy Way East)	O	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Right	20.00
3/1 (Ashby Road North)	U	C D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	15.00
											Arm 8 Ahead	Inf
3/2 (Ashby Road North)	O	C D	2	3	4.9	Geom	-	3.00	0.00	Y	Arm 5 Right	20.00
4/1 (Ashby Road South)	U	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	15.00
											Arm 7 Ahead	Inf
4/2 (Ashby Road South)	O	E	2	3	6.1	Geom	-	3.00	0.00	Y	Arm 6 Right	20.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 AM Base'	08:00	09:00	01:00	
2: '2018 PM Base'	17:00	18:00	01:00	
3: '2026 WoD AM'	08:00	09:00	01:00	
4: '2026 WoD PM'	17:00	18:00	01:00	
5: '2026 WoDWS AM'	08:00	09:00	01:00	
6: '2026 WoDWS PM'	17:00	18:00	01:00	
7: '2026 WD AM'	08:00	09:00	01:00	
8: '2026 WD PM'	17:00	18:00	01:00	
9: '2036 WoD AM'	08:00	09:00	01:00	
10: '2036 WoD PM'	17:00	18:00	01:00	
11: '2036 WoDWS AM'	08:00	09:00	01:00	
12: '2036 WoDWS PM'	17:00	18:00	01:00	
13: '2036 WD AM'	08:00	09:00	01:00	
14: '2036 WD PM'	17:00	18:00	01:00	

Scenario 1: '2018 AM Base' (FG1: '2018 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	35	331	338	704
	B	36	0	143	730	909
	C	235	108	0	130	473
	D	219	540	83	0	842
	Tot.	490	683	557	1198	2928

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2018 AM Base
Junction: A47/A447/B4668	
1/1 (with short)	842(In) 397(Out)
1/2 (short)	445
2/1 (short)	143
2/2 (with short)	909(In) 766(Out)
3/1 (with short)	704(In) 366(Out)
3/2 (short)	338
4/1 (with short)	473(In) 365(Out)
4/2 (short)	108
5/1	1198
6/1	321
6/2	362
7/1	490
8/1	557

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	44.8 %	1815	1815
				Arm 7 Left	15.00	55.2 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	81.3 %	2037	2037
				Arm 8 Right	20.00	18.7 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	95.3 %	1908	1908
				Arm 7 Right	20.00	4.7 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	9.6 %	1897	1897
				Arm 8 Ahead	Inf	90.4 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	35.6 %	1849	1849
				Arm 7 Ahead	Inf	64.4 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2018 PM Base' (FG2: '2018 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	45	322	242	609
	B	39	0	155	567	761
	C	331	149	0	112	592
	D	273	674	64	0	1011
	Tot.	643	868	541	921	2973

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2018 PM Base
Junction: A47/A447/B4668	
1/1 (with short)	1011(In) 475(Out)
1/2 (short)	536
2/1 (short)	155
2/2 (with short)	761(In) 606(Out)
3/1 (with short)	609(In) 367(Out)
3/2 (short)	242
4/1 (with short)	592(In) 443(Out)
4/2 (short)	149
5/1	921
6/1	396
6/2	472
7/1	643
8/1	541

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	42.5 %	1811	1811
				Arm 7 Left	15.00	57.5 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	88.1 %	2047	2047
				Arm 8 Right	20.00	11.9 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	93.6 %	1906	1906
				Arm 7 Right	20.00	6.4 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	12.3 %	1892	1892
				Arm 8 Ahead	Inf	87.7 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	25.3 %	1868	1868
				Arm 7 Ahead	Inf	74.7 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	24	171	326	521
	B	27	0	89	811	927
	C	170	67	0	160	397
	D	240	480	79	0	799
	Tot.	437	571	339	1297	2644

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 WoD AM
Junction: A47/A447/B4668	
1/1 (with short)	799(In) 375(Out)
1/2 (short)	424
2/1 (short)	89
2/2 (with short)	927(In) 838(Out)
3/1 (with short)	521(In) 195(Out)
3/2 (short)	326
4/1 (with short)	397(In) 330(Out)
4/2 (short)	67
5/1	1297
6/1	226
6/2	345
7/1	437
8/1	339

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	36.0 %	1800	1800
				Arm 7 Left	15.00	64.0 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	81.4 %	2037	2037
				Arm 8 Right	20.00	18.6 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	96.8 %	1910	1910
				Arm 7 Right	20.00	3.2 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	12.3 %	1892	1892
				Arm 8 Ahead	Inf	87.7 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	48.5 %	1826	1826
				Arm 7 Ahead	Inf	51.5 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	25	272	202	499
	B	32	0	169	588	789
	C	332	122	0	147	601
	D	281	550	89	0	920
	Tot.	645	697	530	937	2809

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 WoD PM
Junction: A47/A447/B4668	
1/1 (with short)	920(In) 442(Out)
1/2 (short)	478
2/1 (short)	169
2/2 (with short)	789(In) 620(Out)
3/1 (with short)	499(In) 297(Out)
3/2 (short)	202
4/1 (with short)	601(In) 479(Out)
4/2 (short)	122
5/1	937
6/1	308
6/2	389
7/1	645
8/1	530

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	36.4 %	1801	1801
				Arm 7 Left	15.00	63.6 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	81.4 %	2037	2037
				Arm 8 Right	20.00	18.6 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	94.8 %	1908	1908
				Arm 7 Right	20.00	5.2 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	8.4 %	1899	1899
				Arm 8 Ahead	Inf	91.6 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	30.7 %	1858	1858
				Arm 7 Ahead	Inf	69.3 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	49	155	319	523
	B	48	0	77	765	890
	C	165	78	0	133	376
	D	206	491	53	0	750
	Tot.	419	618	285	1217	2539

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 WoDWS AM
Junction: A47/A447/B4668	
1/1 (with short)	750(In) 352(Out)
1/2 (short)	398
2/1 (short)	77
2/2 (with short)	890(In) 813(Out)
3/1 (with short)	523(In) 204(Out)
3/2 (short)	319
4/1 (with short)	376(In) 298(Out)
4/2 (short)	78
5/1	1217
6/1	273
6/2	345
7/1	419
8/1	285

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	41.5 %	1809	1809
				Arm 7 Left	15.00	58.5 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	86.7 %	2045	2045
				Arm 8 Right	20.00	13.3 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	94.1 %	1907	1907
				Arm 7 Right	20.00	5.9 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	24.0 %	1870	1870
				Arm 8 Ahead	Inf	76.0 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	44.6 %	1833	1833
				Arm 7 Ahead	Inf	55.4 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	30	272	179	481
	B	46	0	187	573	806
	C	357	147	0	127	631
	D	238	527	70	0	835
	Tot.	641	704	529	879	2753

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2026 WoDWS PM
Junction: A47/A447/B4668	
1/1 (with short)	835(In) 392(Out)
1/2 (short)	443
2/1 (short)	187
2/2 (with short)	806(In) 619(Out)
3/1 (with short)	481(In) 302(Out)
3/2 (short)	179
4/1 (with short)	631(In) 484(Out)
4/2 (short)	147
5/1	879
6/1	331
6/2	373
7/1	641
8/1	529

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	39.3 %	1805	1805
				Arm 7 Left	15.00	60.7 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	84.2 %	2041	2041
				Arm 8 Right	20.00	15.8 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	92.6 %	1904	1904
				Arm 7 Right	20.00	7.4 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	9.9 %	1896	1896
				Arm 8 Ahead	Inf	90.1 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	26.2 %	1866	1866
				Arm 7 Ahead	Inf	73.8 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	83	187	321	591
	B	59	0	94	847	1000
	C	162	80	0	120	362
	D	218	568	62	0	848
	Tot.	439	731	343	1288	2801

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2026 WD AM
Junction: A47/A447/B4668	
1/1 (with short)	848(In) 399(Out)
1/2 (short)	449
2/1 (short)	94
2/2 (with short)	1000(In) 906(Out)
3/1 (with short)	591(In) 270(Out)
3/2 (short)	321
4/1 (with short)	362(In) 282(Out)
4/2 (short)	80
5/1	1288
6/1	344
6/2	387
7/1	439
8/1	343

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	45.4 %	1816	1816
				Arm 7 Left	15.00	54.6 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	86.2 %	2044	2044
				Arm 8 Right	20.00	13.8 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	93.5 %	1906	1906
				Arm 7 Right	20.00	6.5 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	30.7 %	1858	1858
				Arm 8 Ahead	Inf	69.3 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	42.6 %	1837	1837
				Arm 7 Ahead	Inf	57.4 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	65	269	186	520
	B	83	0	195	641	919
	C	378	147	0	135	660
	D	259	590	71	0	920
	Tot.	720	802	535	962	3019

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2026 WD PM
Junction: A47/A447/B4668	
1/1 (with short)	920(In) 432(Out)
1/2 (short)	488
2/1 (short)	195
2/2 (with short)	919(In) 724(Out)
3/1 (with short)	520(In) 334(Out)
3/2 (short)	186
4/1 (with short)	660(In) 513(Out)
4/2 (short)	147
5/1	962
6/1	385
6/2	417
7/1	720
8/1	535

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	40.0 %	1807	1807
				Arm 7 Left	15.00	60.0 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	85.5 %	2043	2043
				Arm 8 Right	20.00	14.5 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	88.5 %	1899	1899
				Arm 7 Right	20.00	11.5 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	19.5 %	1878	1878
				Arm 8 Ahead	Inf	80.5 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	26.3 %	1866	1866
				Arm 7 Ahead	Inf	73.7 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	33	229	347	609
	B	33	0	116	828	977
	C	210	70	0	144	424
	D	284	489	92	0	865
	Tot.	527	592	437	1319	2875

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2036 WoD AM
Junction: A47/A447/B4668	
1/1 (with short)	865(In) 405(Out)
1/2 (short)	460
2/1 (short)	116
2/2 (with short)	977(In) 861(Out)
3/1 (with short)	609(In) 262(Out)
3/2 (short)	347
4/1 (with short)	424(In) 354(Out)
4/2 (short)	70
5/1	1319
6/1	224
6/2	368
7/1	527
8/1	437

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	29.9 %	1790	1790
				Arm 7 Left	15.00	70.1 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	80.0 %	2034	2034
				Arm 8 Right	20.00	20.0 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	96.2 %	1910	1910
				Arm 7 Right	20.00	3.8 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	12.6 %	1891	1891
				Arm 8 Ahead	Inf	87.4 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	40.7 %	1840	1840
				Arm 7 Ahead	Inf	59.3 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	27	306	206	539
	B	41	0	191	592	824
	C	397	132	0	142	671
	D	325	565	93	0	983
	Tot.	763	724	590	940	3017

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2036 WoD PM
Junction: A47/A447/B4668	
1/1 (with short)	983(In) 462(Out)
1/2 (short)	521
2/1 (short)	191
2/2 (with short)	824(In) 633(Out)
3/1 (with short)	539(In) 333(Out)
3/2 (short)	206
4/1 (with short)	671(In) 539(Out)
4/2 (short)	132
5/1	940
6/1	296
6/2	428
7/1	763
8/1	590

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	29.7 %	1789	1789
				Arm 7 Left	15.00	70.3 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	82.1 %	2038	2038
				Arm 8 Right	20.00	17.9 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	93.5 %	1906	1906
				Arm 7 Right	20.00	6.5 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	8.1 %	1900	1900
				Arm 8 Ahead	Inf	91.9 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	26.3 %	1866	1866
				Arm 7 Ahead	Inf	73.7 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	59	229	330	618
	B	59	0	112	782	953
	C	192	77	0	122	391
	D	237	491	72	0	800
	Tot.	488	627	413	1234	2762

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2036 WoDWS AM
Junction: A47/A447/B4668	
1/1 (with short)	800(In) 376(Out)
1/2 (short)	424
2/1 (short)	112
2/2 (with short)	953(In) 841(Out)
3/1 (with short)	618(In) 288(Out)
3/2 (short)	330
4/1 (with short)	391(In) 314(Out)
4/2 (short)	77
5/1	1234
6/1	275
6/2	352
7/1	488
8/1	413

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	37.0 %	1801	1801
				Arm 7 Left	15.00	63.0 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	83.0 %	2039	2039
				Arm 8 Right	20.00	17.0 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	93.0 %	1905	1905
				Arm 7 Right	20.00	7.0 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	20.5 %	1877	1877
				Arm 8 Ahead	Inf	79.5 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	38.9 %	1843	1843
				Arm 7 Ahead	Inf	61.1 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	38	312	209	559
	B	56	0	191	587	834
	C	430	148	0	127	705
	D	294	551	72	0	917
	Tot.	780	737	575	923	3015

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2036 WoDWS PM
Junction: A47/A447/B4668	
1/1 (with short)	917(In) 434(Out)
1/2 (short)	483
2/1 (short)	191
2/2 (with short)	834(In) 643(Out)
3/1 (with short)	559(In) 350(Out)
3/2 (short)	209
4/1 (with short)	705(In) 557(Out)
4/2 (short)	148
5/1	923
6/1	326
6/2	411
7/1	780
8/1	575

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	32.3 %	1794	1794
				Arm 7 Left	15.00	67.7 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	85.1 %	2042	2042
				Arm 8 Right	20.00	14.9 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	91.3 %	1903	1903
				Arm 7 Right	20.00	8.7 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	10.9 %	1894	1894
				Arm 8 Ahead	Inf	89.1 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	22.8 %	1872	1872
				Arm 7 Ahead	Inf	77.2 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	93	282	260	635
	B	64	0	190	869	1123
	C	189	70	0	140	399
	D	253	500	143	0	896
	Tot.	506	663	615	1269	3053

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2036 WD AM
Junction: A47/A447/B4668	
1/1 (with short)	896(In) 753(Out)
1/2 (short)	143
2/1 (short)	190
2/2 (with short)	1123(In) 933(Out)
3/1 (with short)	635(In) 375(Out)
3/2 (short)	260
4/1 (with short)	399(In) 329(Out)
4/2 (short)	70
5/1	1269
6/1	663
6/2	0
7/1	506
8/1	615

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	66.4 %	1853	1853
				Arm 7 Left	15.00	33.6 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	0.0 %	1921	1921
				Arm 8 Right	20.00	100.0 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	93.1 %	1905	1905
				Arm 7 Right	20.00	6.9 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	24.8 %	1869	1869
				Arm 8 Ahead	Inf	75.2 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	42.6 %	1837	1837
				Arm 7 Ahead	Inf	57.4 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	72	297	188	557
	B	85	0	212	622	919
	C	453	157	0	140	750
	D	298	602	76	0	976
	Tot.	836	831	585	950	3202

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2036 WD PM
Junction: A47/A447/B4668	
1/1 (with short)	976(In) 457(Out)
1/2 (short)	519
2/1 (short)	212
2/2 (with short)	919(In) 707(Out)
3/1 (with short)	557(In) 369(Out)
3/2 (short)	188
4/1 (with short)	750(In) 593(Out)
4/2 (short)	157
5/1	950
6/1	388
6/2	443
7/1	836
8/1	585

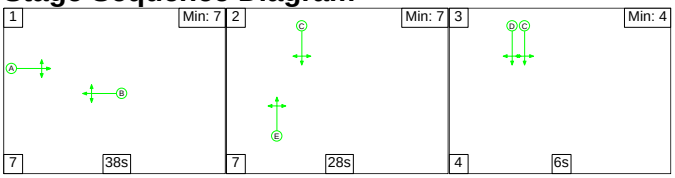
Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	34.8 %	1798	1798
				Arm 7 Left	15.00	65.2 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	85.4 %	2043	2043
				Arm 8 Right	20.00	14.6 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	88.0 %	1898	1898
				Arm 7 Right	20.00	12.0 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	19.5 %	1878	1878
				Arm 8 Ahead	Inf	80.5 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	23.6 %	1871	1871
				Arm 7 Ahead	Inf	76.4 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2018 AM Base' (FG1: '2018 AM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

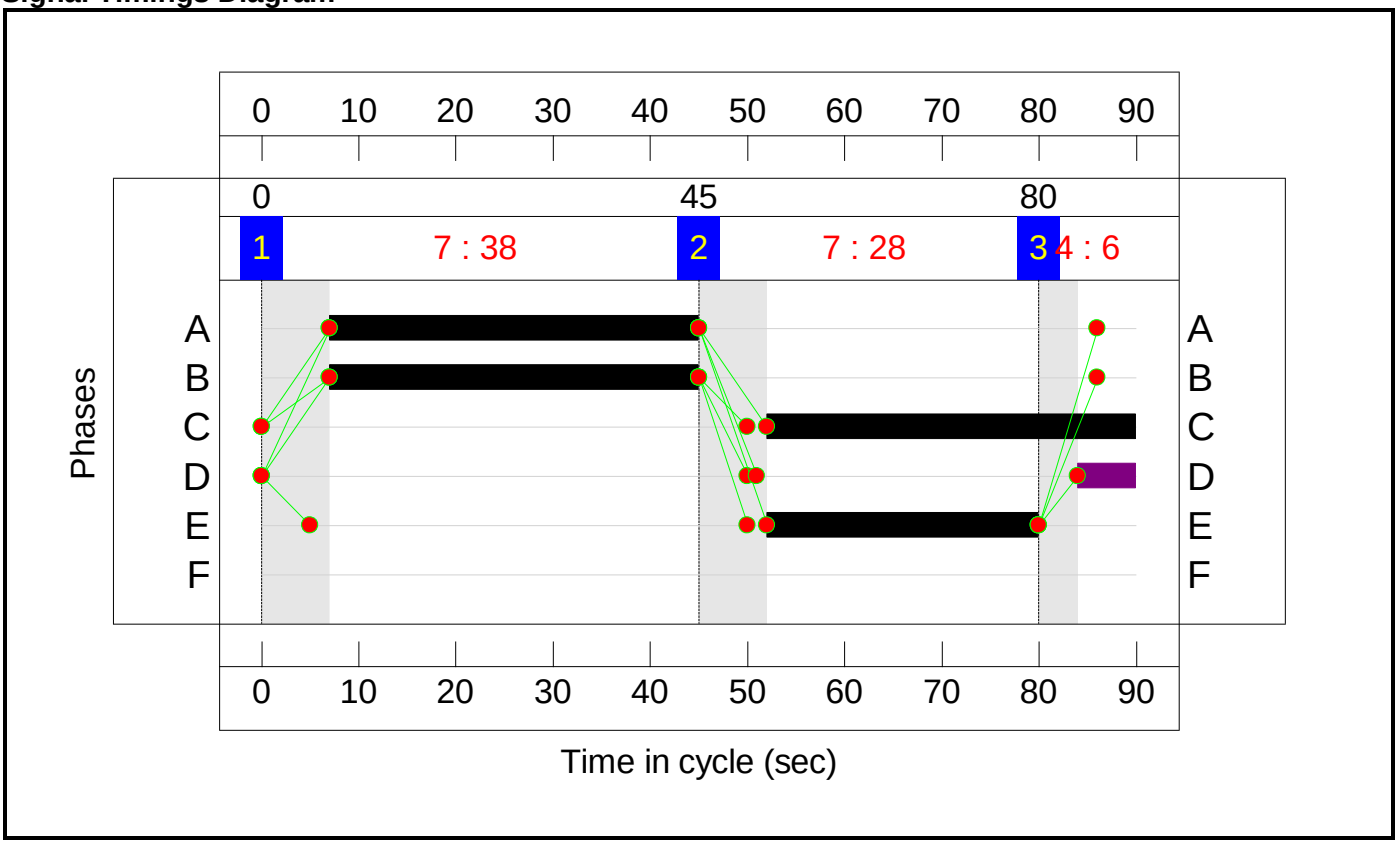


Stage Timings

Stage	1	2	3
Duration	38	28	6
Change Point	0	45	80

Full Input Data And Results

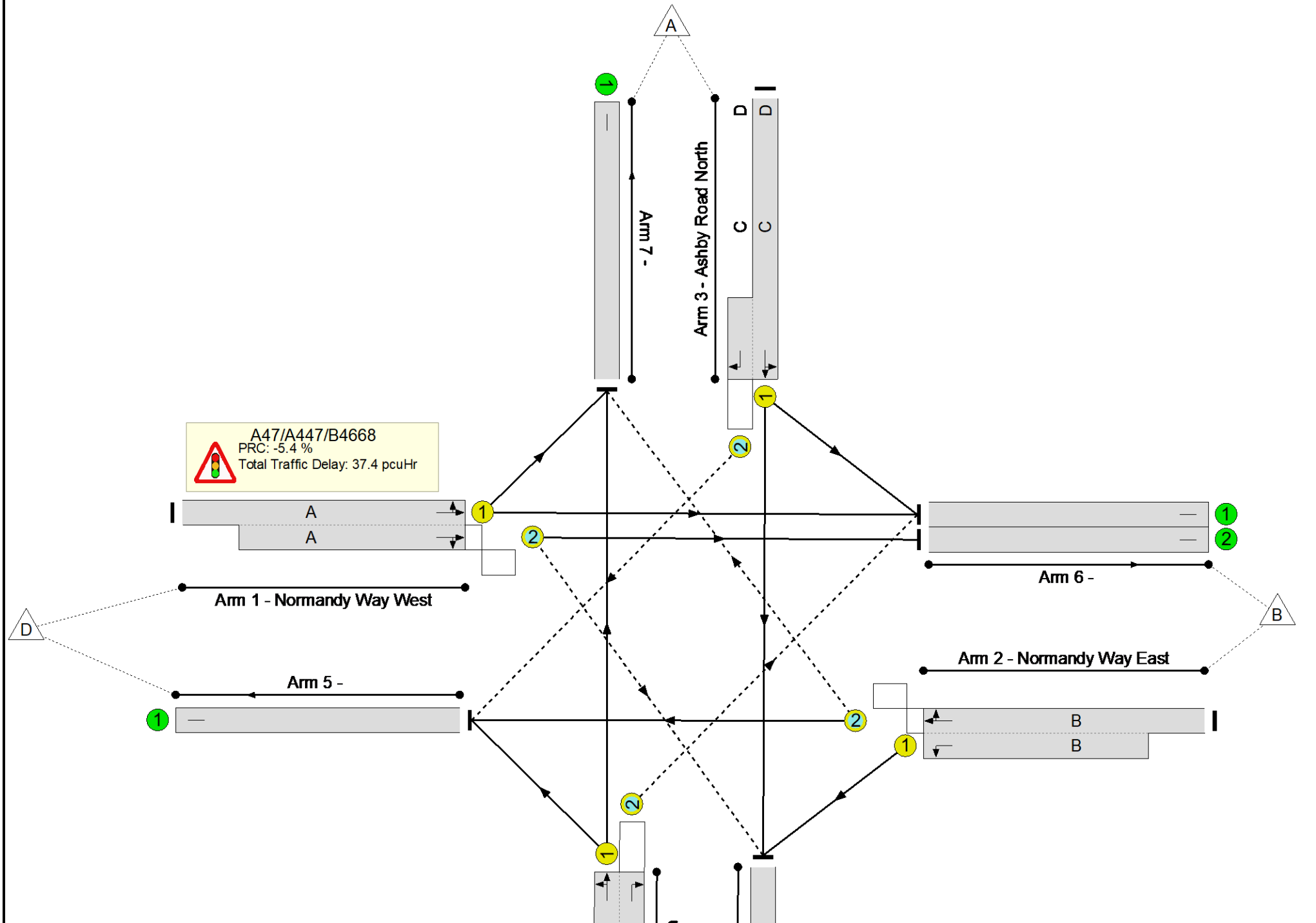
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.9%**
A47/A447/B4668	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.9%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	38	-	842	1815:2037	428+469	92.7 : 94.9%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	38	-	909	1908:1741	810+151	94.6 : 94.6%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	38	6:6	704	1897:1781	413+382	88.6 : 88.6%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	28	-	473	1849:1781	510+151	71.6 : 71.6%
5/1		U	N/A	N/A	-		-	-	-	1198	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%

Full Input Data And Results

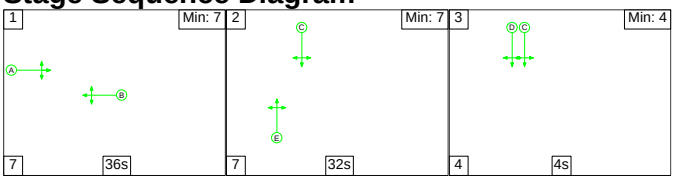
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road Junction	**-**	**-**	**298**	**158**	**109**	**17.6**	**18.0**	**1.8**	**37.4**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**298**	**158**	**109**	**17.6**	**18.0**	**1.8**	**37.4**	**-**	**-**	**-**	**-**
1/1+1/2	842	842	11	0	72	4.3	6.2	0.6	11.2	47.8	8.0	6.2	14.3
2/2+2/1	909	909	36	0	0	5.8	6.9	0.0	12.7	50.3	18.7	6.9	25.6
3/1+3/2	704	704	143	158	36	4.2	3.6	0.8	8.6	44.2	8.6	3.6	12.2
4/1+4/2	473	473	108	0	0	3.3	1.2	0.3	4.9	37.0	8.3	1.2	9.6
5/1	1198	1198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -5.4 Total Delay for Signalled Lanes (pcuHr): 37.39 Cycle Time (s): 90
PRC Over All Lanes (%): -5.4 Total Delay Over All Lanes(pcuHr): 37.39

Full Input Data And Results

Scenario 2: '2018 PM Base' (FG2: '2018 PM Base', Plan 1: 'Network Control Plan 1')

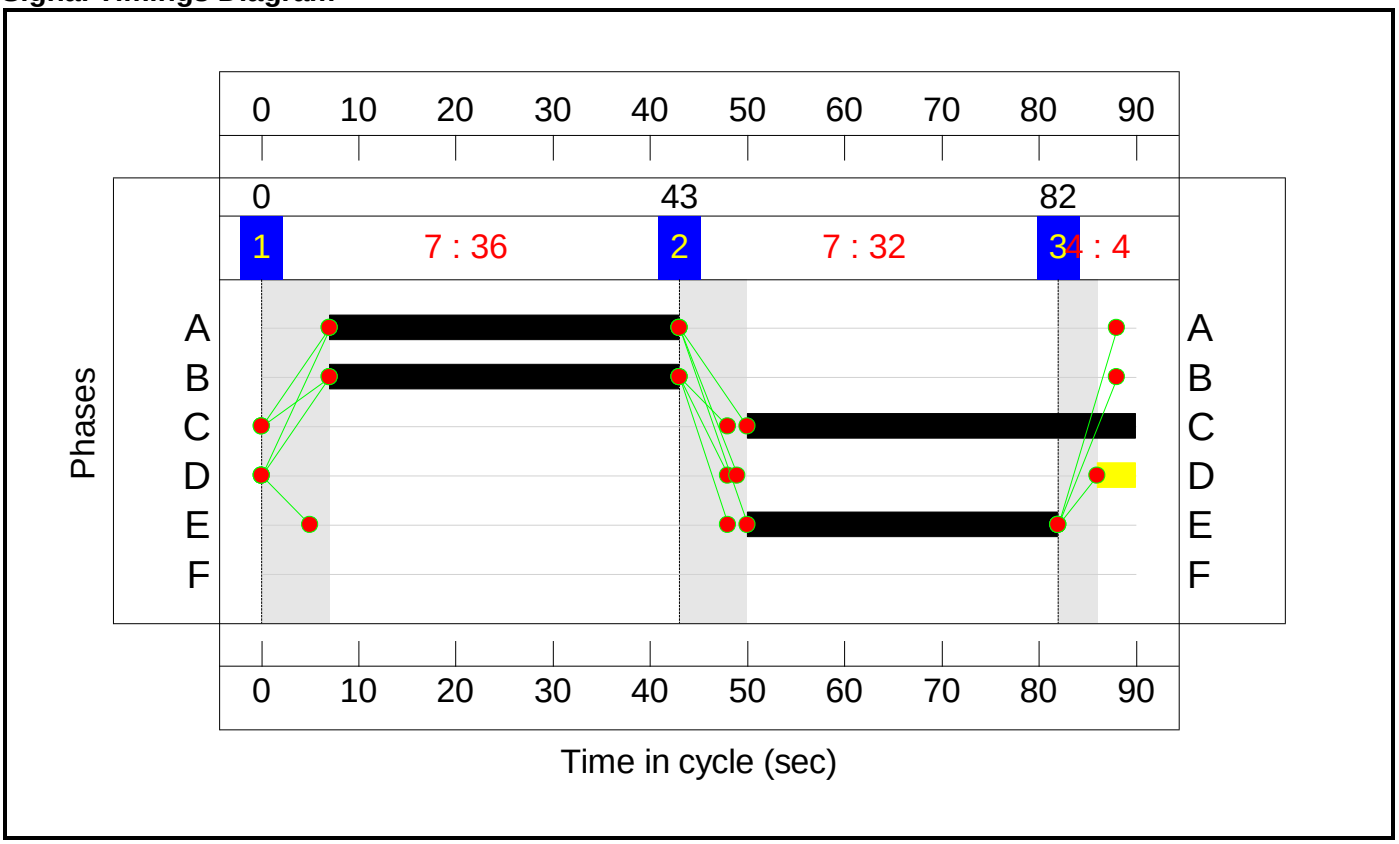
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	36	32	4
Change Point	0	43	82

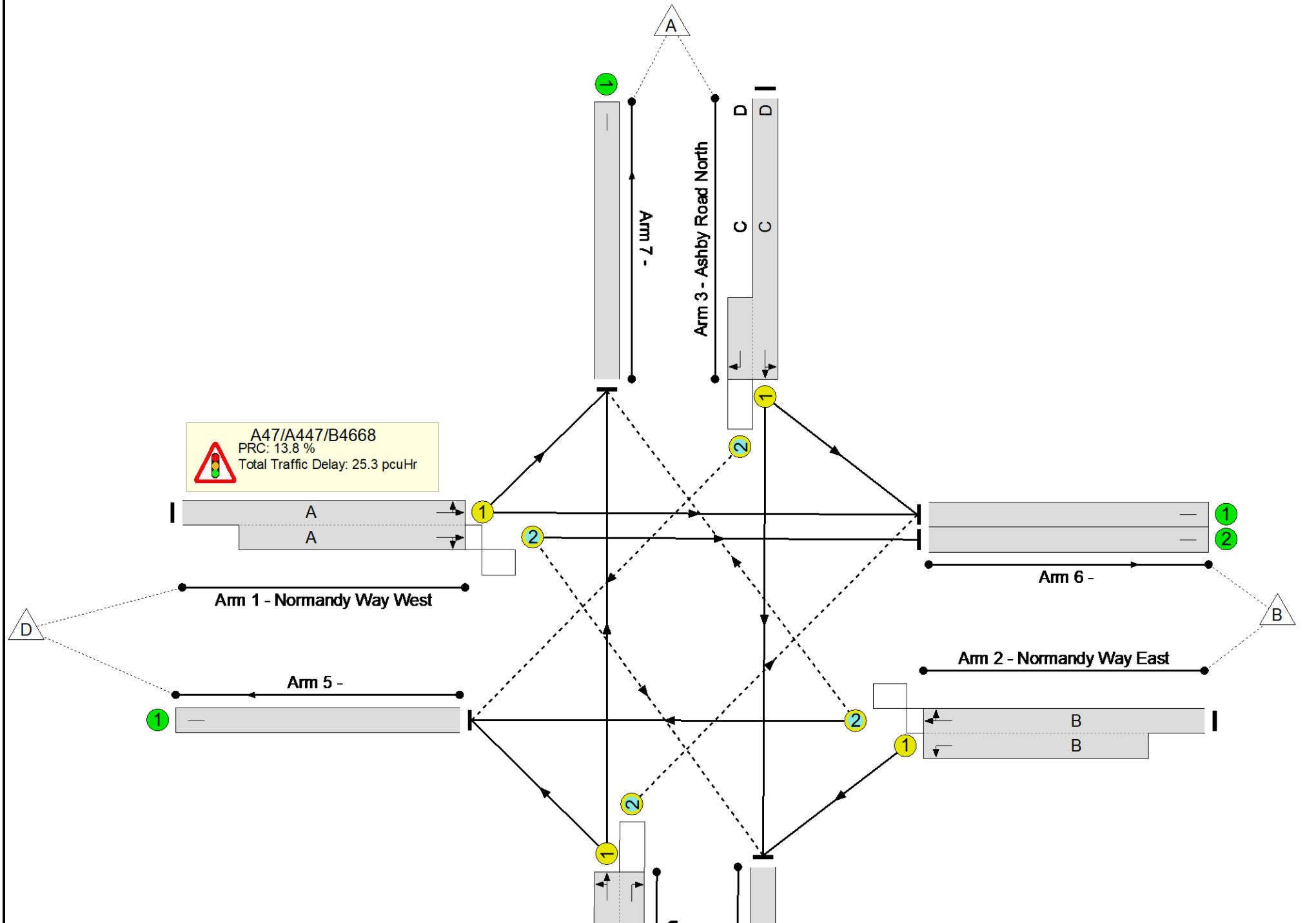
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.1%**
A47/A447/B4668	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.1%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	36	-	1011	1811:2047	733+789	64.8 : 67.9%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	36	-	761	1906:1741	766+196	79.1 : 79.1%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	40	4:4	609	1892:1781	491+323	74.8 : 74.8%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	32	-	592	1868:1781	565+190	78.4 : 78.4%
5/1		U	N/A	N/A	-		-	-	-	921	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	472	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	541	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: A47/Ashby Road Junction	**-**	**-**	**376**	**109**	**9**	**17.5**	**6.1**	**1.7**	**25.3**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**376**	**109**	**9**	**17.5**	**6.1**	**1.7**	**25.3**	**-**	**-**	**-**	**-**
1/1+1/2	1011	1011	63	0	1	5.9	1.0	0.3	7.2	25.8	10.6	1.0	11.6
2/2+2/1	761	761	39	0	0	4.6	1.9	0.1	6.6	31.0	13.0	1.9	14.8
3/1+3/2	609	609	125	109	8	3.1	1.5	0.9	5.5	32.4	7.3	1.5	8.7
4/1+4/2	592	592	149	0	0	3.9	1.8	0.4	6.0	36.6	10.8	1.8	12.6
5/1	921	921	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 13.8
PRC Over All Lanes (%): 13.8

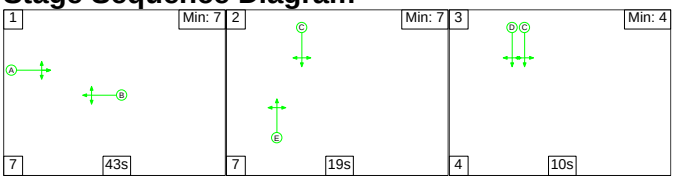
Total Delay for Signalled Lanes (pcuHr): 25.27
Total Delay Over All Lanes(pcuHr): 25.27

Cycle Time (s): 90

Full Input Data And Results

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

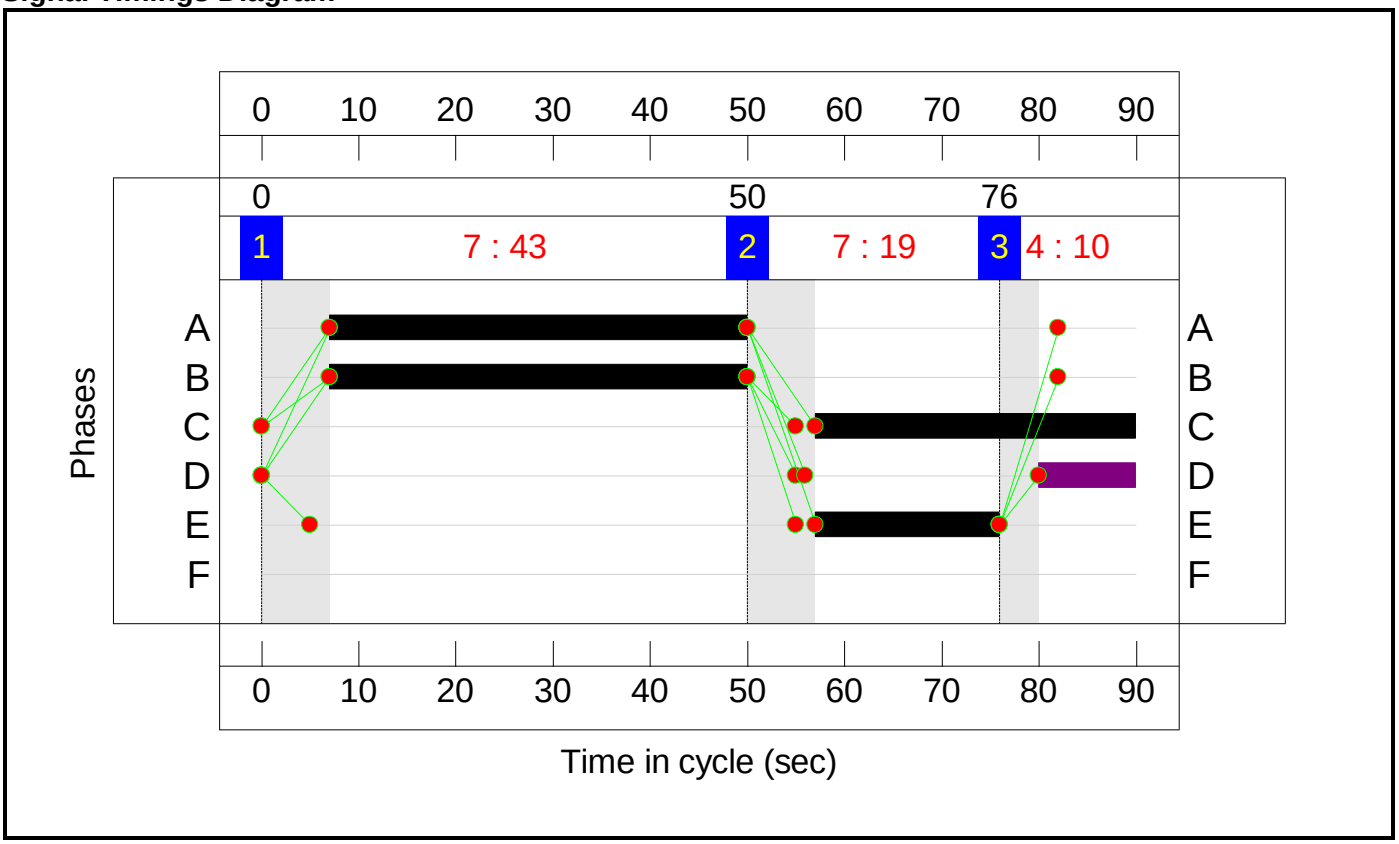
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	43	19	10
Change Point	0	50	76

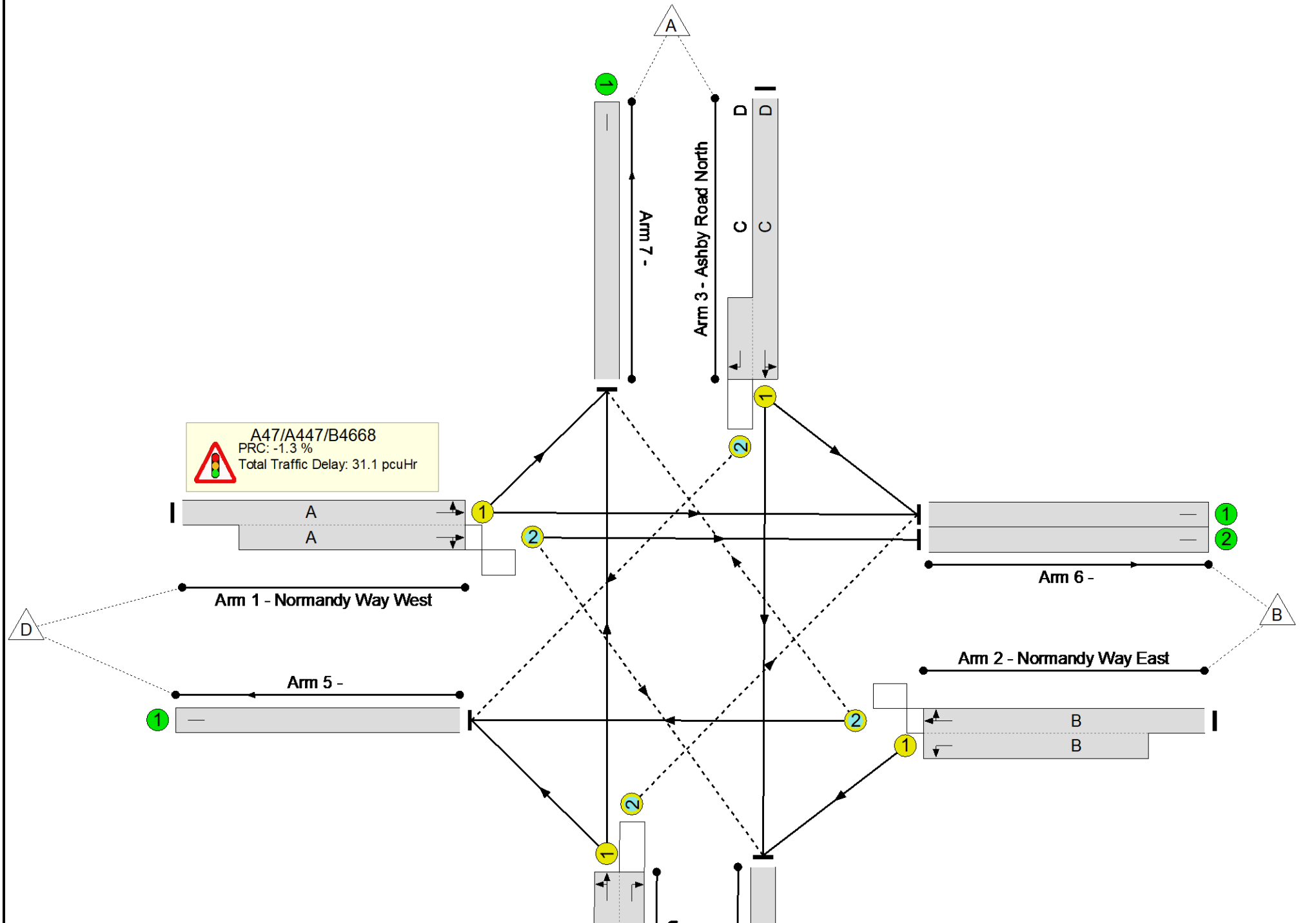
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.2%**
A47/A447/B4668	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.2%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	43	-	799	1800:2037	470+531	79.8 : 79.8%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	43	-	927	1910:1741	919+98	91.2 : 91.2%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	33	10:10	521	1892:1781	215+359	90.7 : 90.7%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	19	-	397	1826:1781	377+77	87.5 : 87.5%
5/1		U	N/A	N/A	-		-	-	-	1297	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	339	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: A47/Ashby Road Junction	**-**	**-**	**171**	**237**	**91**	**15.8**	**14.0**	**1.3**	**31.1**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**171**	**237**	**91**	**15.8**	**14.0**	**1.3**	**31.1**	**-**	**-**	**-**	**-**
1/1+1/2	799	799	35	0	44	3.3	1.9	0.5	5.8	26.1	6.8	1.9	8.8
2/2+2/1	927	927	27	0	0	5.2	4.7	0.0	9.9	38.4	19.3	4.7	24.0
3/1+3/2	521	521	42	237	47	3.7	4.2	0.7	8.6	59.2	7.8	4.2	12.0
4/1+4/2	397	397	67	0	0	3.6	3.2	0.1	6.8	62.0	8.2	3.2	11.4
5/1	1297	1297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -1.3
PRC Over All Lanes (%): -1.3

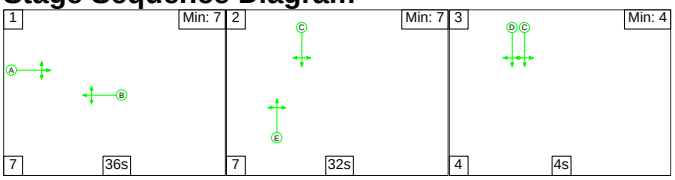
Total Delay for Signalled Lanes (pcuHr): 31.08
Total Delay Over All Lanes(pcuHr): 31.08

Cycle Time (s): 90

Full Input Data And Results

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

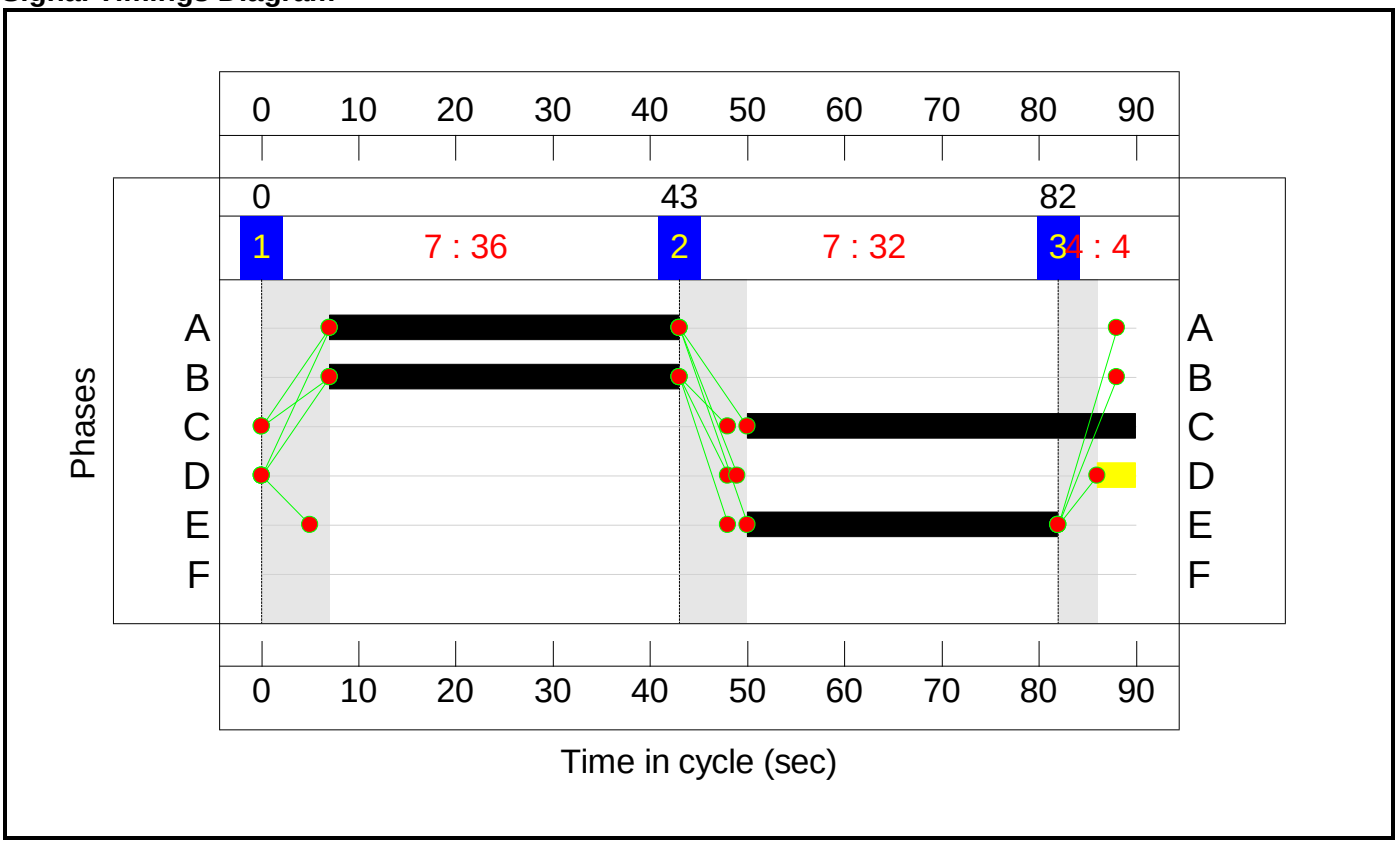
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	36	32	4
Change Point	0	43	82

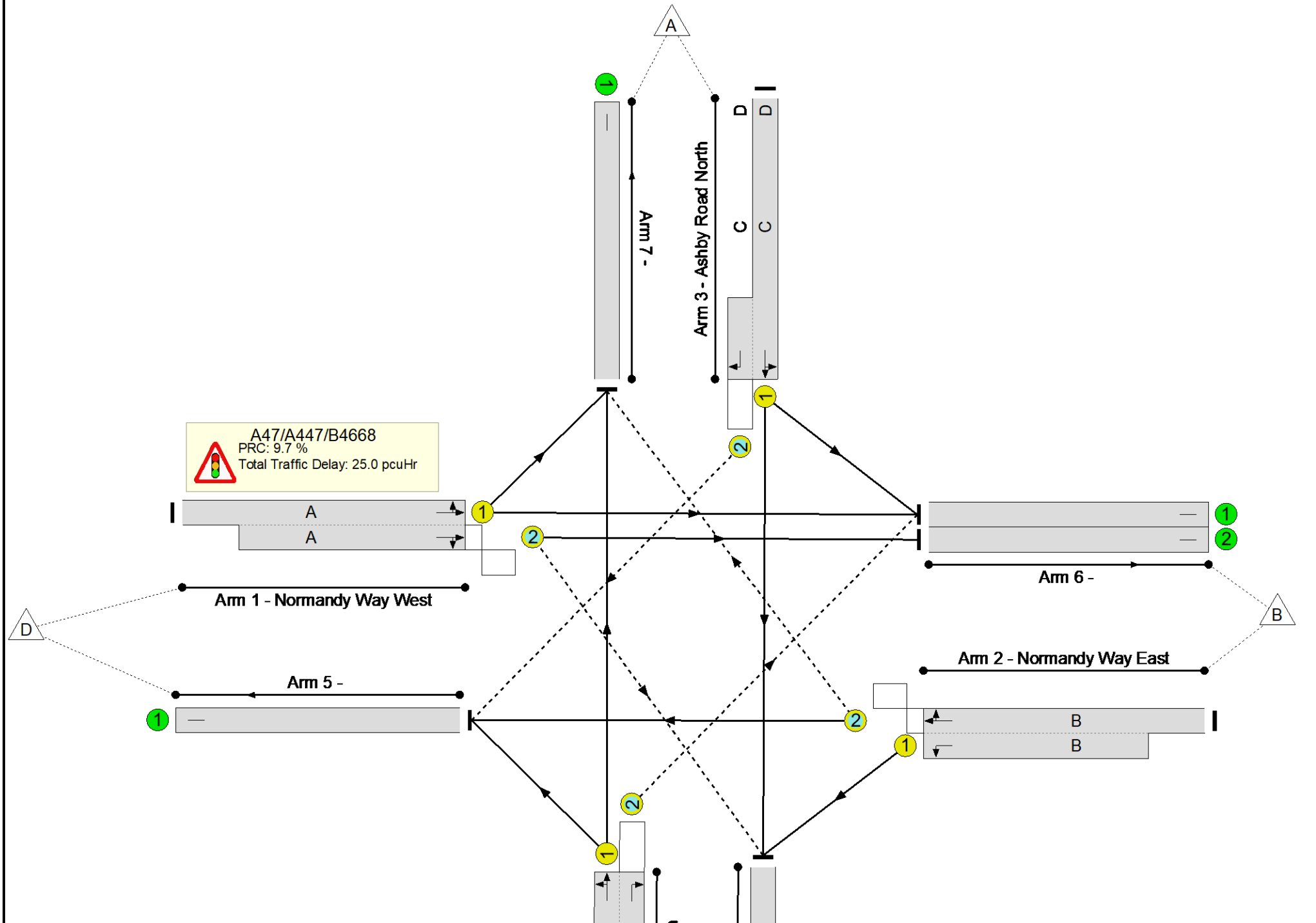
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.0%**
A47/A447/B4668	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.0%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	36	-	920	1801:2037	623+583	71.0 : 82.0%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	36	-	789	1908:1741	764+208	81.1 : 81.1%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	40	4:4	499	1899:1781	436+297	68.1 : 68.1%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	32	-	601	1858:1781	585+149	81.9 : 81.9%
5/1		U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	308	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%

Full Input Data And Results

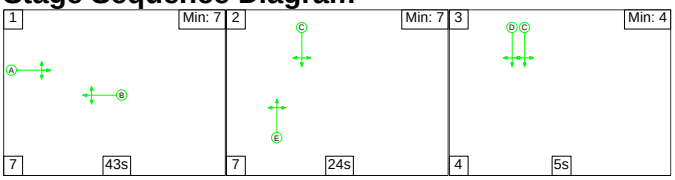
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road Junction	**-**	**-**	**315**	**97**	**32**	**16.5**	**6.9**	**1.7**	**25.0**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**315**	**97**	**32**	**16.5**	**6.9**	**1.7**	**25.0**	**-**	**-**	**-**	**-**
1/1+1/2	920	920	64	0	25	5.2	1.6	0.5	7.3	28.7	9.2	1.6	10.8
2/2+2/1	789	789	32	0	0	4.8	2.1	0.1	7.0	31.7	13.4	2.1	15.5
3/1+3/2	499	499	98	97	7	2.3	1.1	0.9	4.3	31.3	4.8	1.1	5.8
4/1+4/2	601	601	122	0	0	4.1	2.2	0.2	6.4	38.4	11.8	2.2	14.0
5/1	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	308	308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.7 Total Delay for Signalled Lanes (pcuHr): 25.04 Cycle Time (s): 90
PRC Over All Lanes (%): 9.7 Total Delay Over All Lanes(pcuHr): 25.04

Full Input Data And Results

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

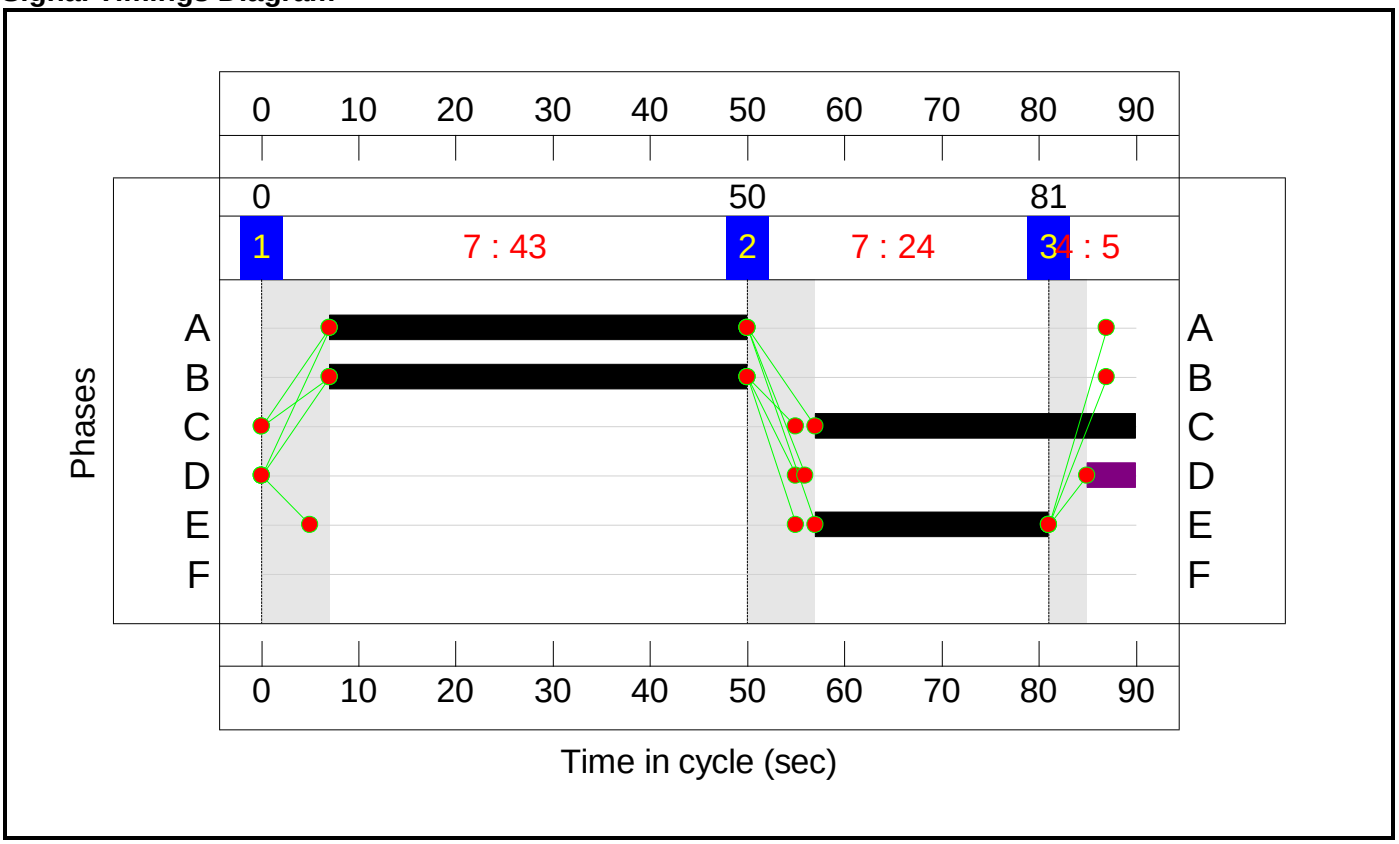
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	43	24	5
Change Point	0	50	81

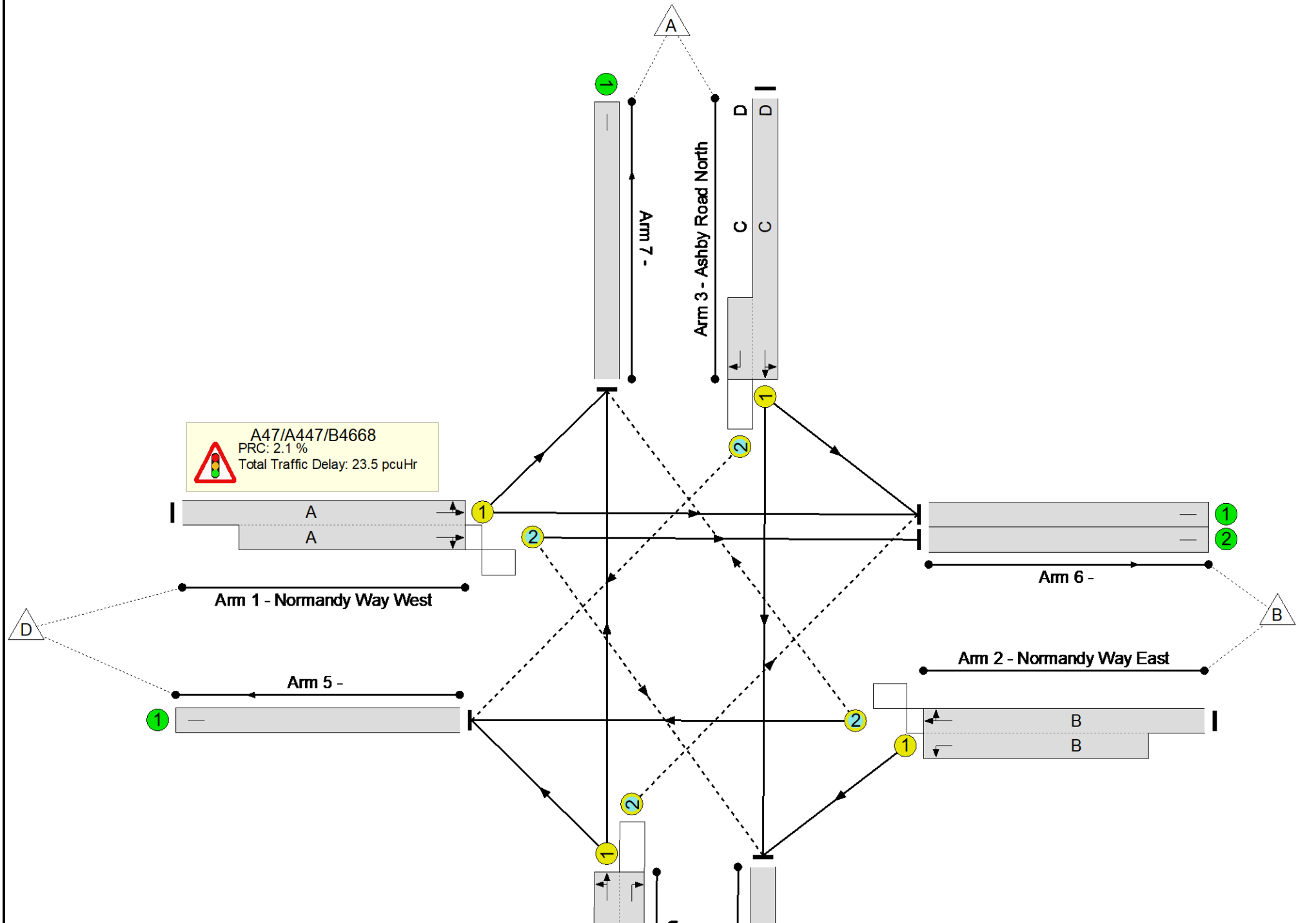
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.2%**
A47/A447/B4668	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.2%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	43	-	750	1809:2045	675+763	52.2 : 52.2%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	43	-	890	1907:1741	922+87	88.2 : 88.2%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	33	5:5	523	1870:1781	235+368	86.8 : 86.8%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	24	-	376	1833:1781	451+118	66.0 : 66.0%
5/1		U	N/A	N/A	-		-	-	-	1217	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	285	Inf	Inf	0.0%

Full Input Data And Results

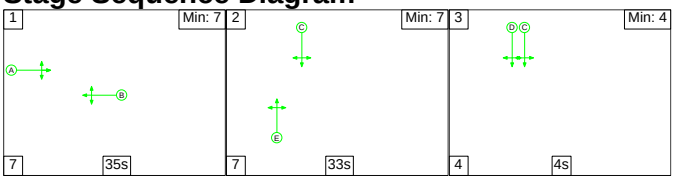
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road Junction	**-**	**-**	**324**	**139**	**35**	**14.3**	**8.1**	**1.1**	**23.5**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**324**	**139**	**35**	**14.3**	**8.1**	**1.1**	**23.5**	**-**	**-**	**-**	**-**
1/1+1/2	750	750	50	0	3	3.0	0.5	0.3	3.9	18.7	6.3	0.5	6.8
2/2+2/1	890	890	47	0	1	4.9	3.5	0.0	8.5	34.2	18.2	3.5	21.7
3/1+3/2	523	523	149	139	31	3.5	3.1	0.7	7.2	49.9	7.4	3.1	10.5
4/1+4/2	376	376	78	0	0	2.9	1.0	0.1	3.9	37.5	6.5	1.0	7.5
5/1	1217	1217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 2.1 Total Delay for Signalled Lanes (pcuHr): 23.51 Cycle Time (s): 90
PRC Over All Lanes (%): 2.1 Total Delay Over All Lanes(pcuHr): 23.51

Full Input Data And Results

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

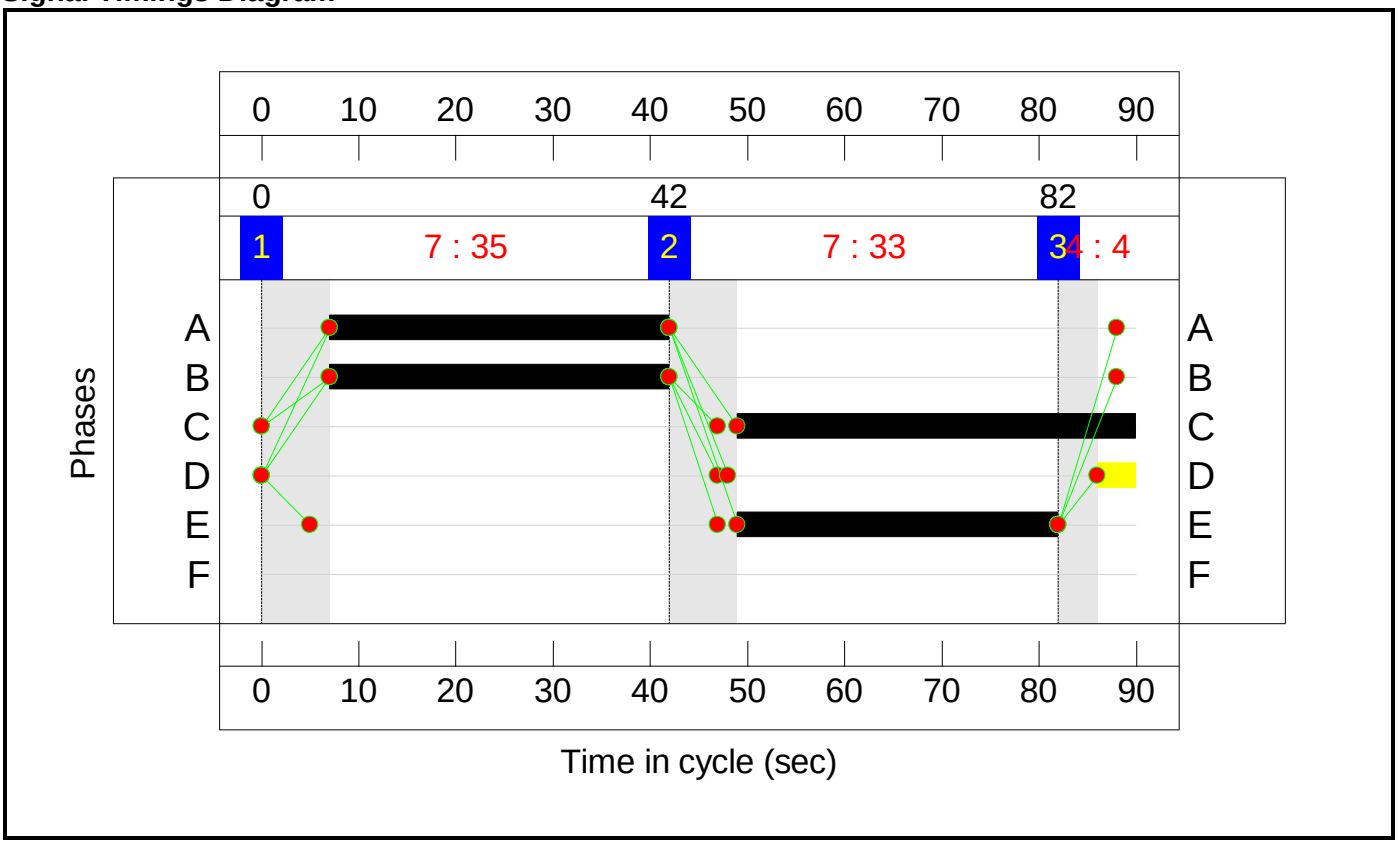
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	35	33	4
Change Point	0	42	82

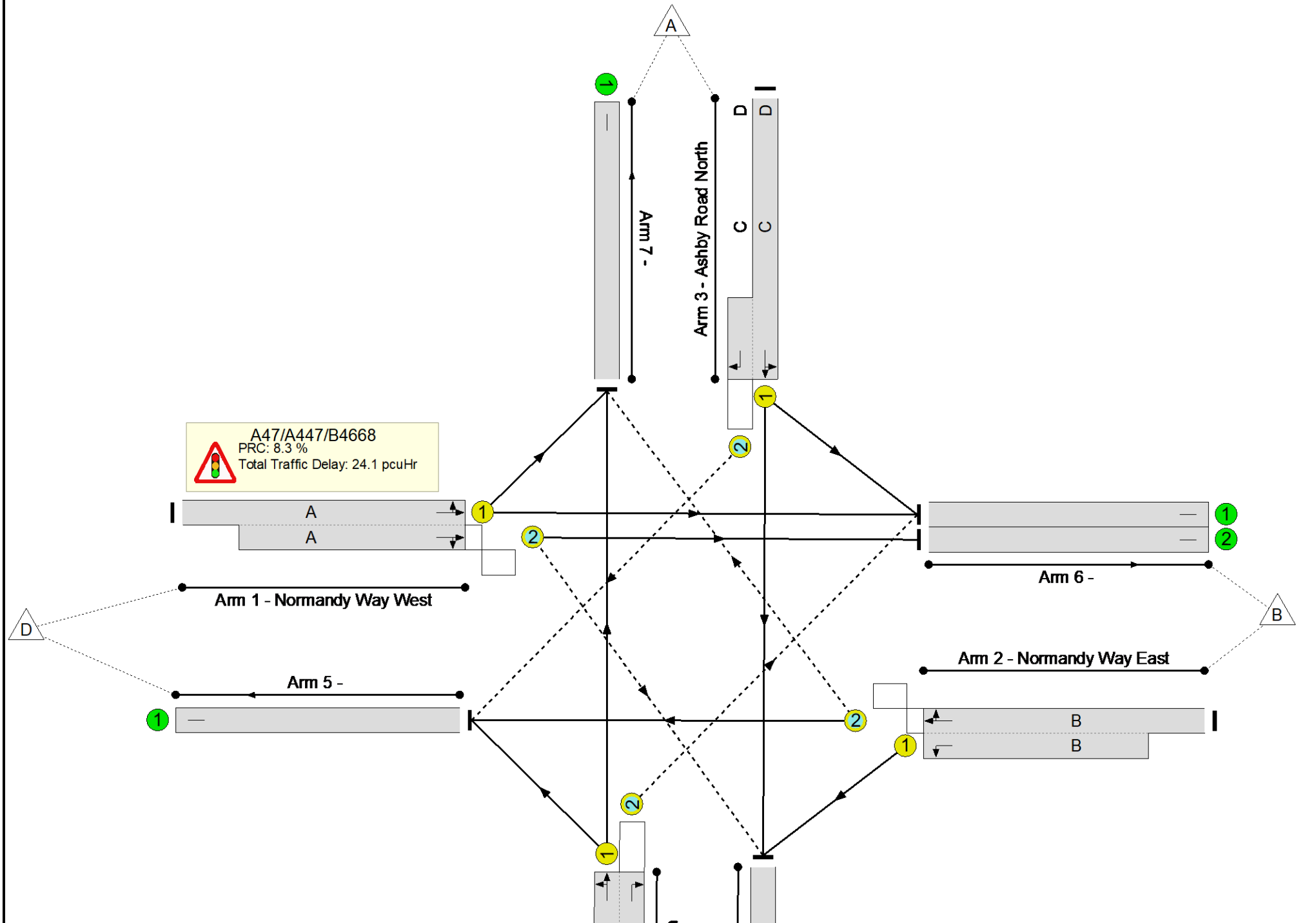
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.1%**
A47/A447/B4668	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.1%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	35	-	835	1805:2041	612+614	64.1 : 72.1%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	35	-	806	1904:1741	745+225	83.1 : 83.1%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	41	4:4	481	1896:1781	507+300	59.6 : 59.6%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	33	-	631	1866:1781	589+179	82.2 : 82.2%
5/1		U	N/A	N/A	-		-	-	-	879	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%

Full Input Data And Results

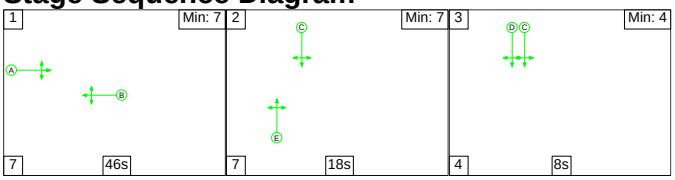
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road Junction	**-**	**-**	**348**	**71**	**22**	**16.1**	**6.4**	**1.6**	**24.1**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**348**	**71**	**22**	**16.1**	**6.4**	**1.6**	**24.1**	**-**	**-**	**-**	**-**
1/1+1/2	835	835	54	0	16	4.8	1.1	0.4	6.3	27.0	8.4	1.1	9.4
2/2+2/1	806	806	45	0	1	5.1	2.4	0.1	7.5	33.6	13.8	2.4	16.1
3/1+3/2	481	481	102	71	6	2.1	0.7	0.9	3.7	27.8	4.8	0.7	5.5
4/1+4/2	631	631	147	0	0	4.1	2.2	0.2	6.6	37.5	12.0	2.2	14.2
5/1	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 8.3 Total Delay for Signalled Lanes (pcuHr): 24.07 Cycle Time (s): 90
PRC Over All Lanes (%): 8.3 Total Delay Over All Lanes(pcuHr): 24.07

Full Input Data And Results

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

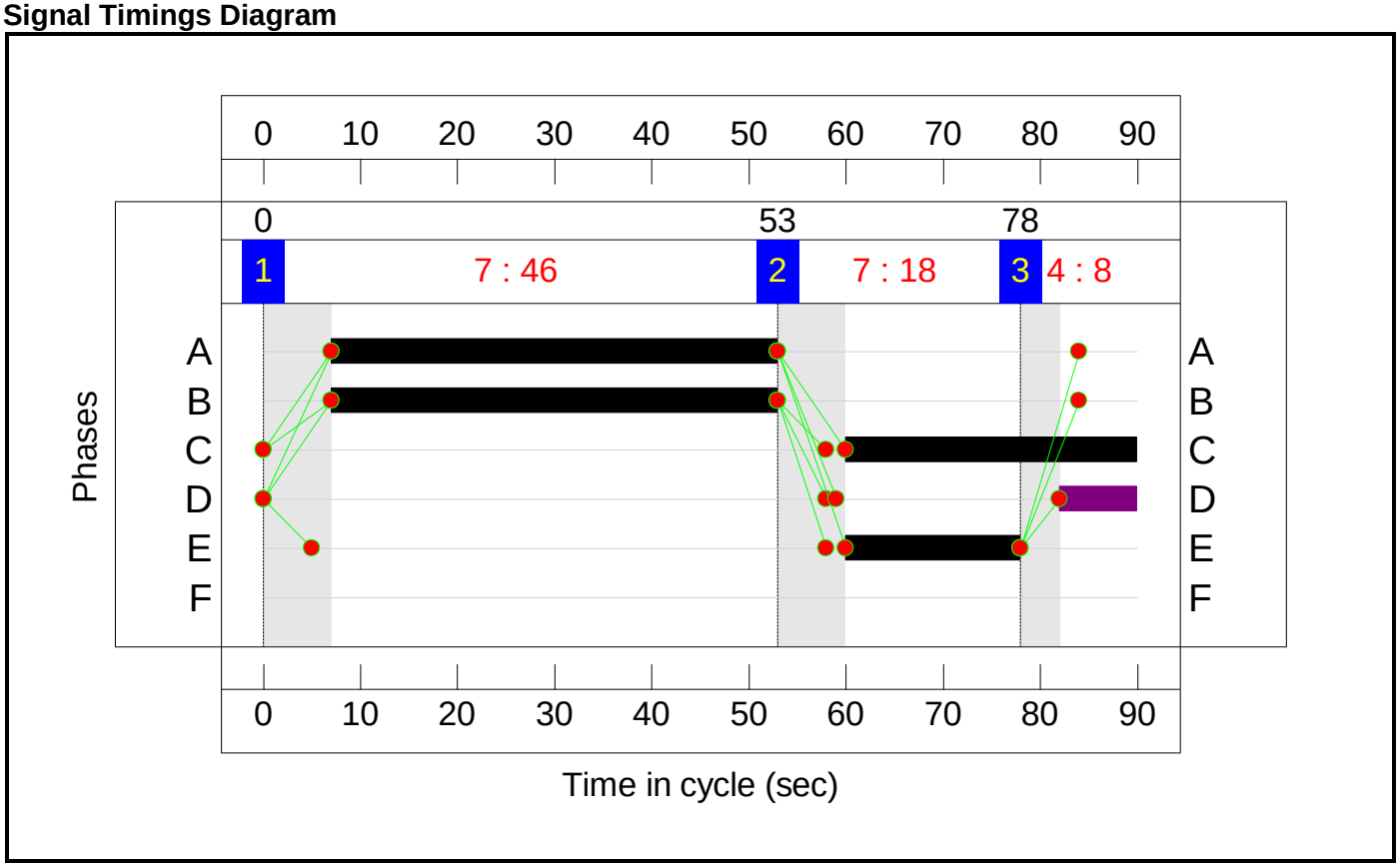
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	46	18	8
Change Point	0	53	78

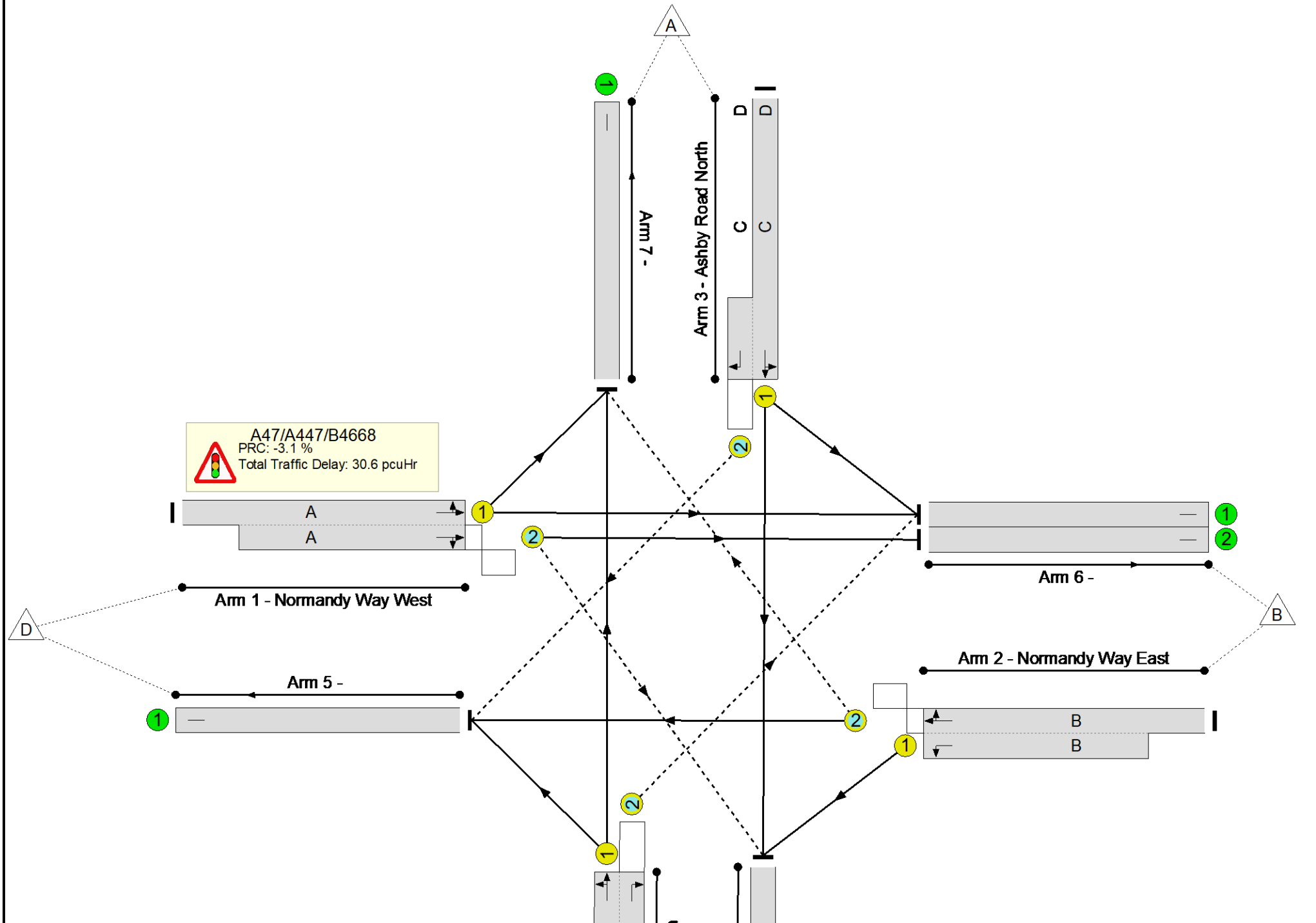
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.8%**
A47/A447/B4668	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.8%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	46	-	848	1816:2044	622+700	64.1 : 64.1%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	46	-	1000	1906:1741	976+101	92.8 : 92.8%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	30	8:8	591	1858:1781	293+348	92.1 : 92.1%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	18	-	362	1837:1781	353+100	79.8 : 79.8%
5/1		U	N/A	N/A	-		-	-	-	1288	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
8/1		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: A47/Ashby Road Junction	**-**	**-**	**240**	**198**	**84**	**15.9**	**13.3**	**1.3**	**30.6**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**240**	**198**	**84**	**15.9**	**13.3**	**1.3**	**30.6**	**-**	**-**	**-**	**-**
1/1+1/2	848	848	31	0	31	3.1	0.9	0.4	4.4	18.8	6.9	0.9	7.8
2/2+2/1	1000	1000	58	0	1	5.2	5.6	0.1	10.9	39.3	21.3	5.6	26.9
3/1+3/2	591	591	70	198	53	4.3	4.9	0.6	9.9	60.1	8.0	4.9	12.9
4/1+4/2	362	362	80	0	0	3.2	1.9	0.2	5.3	53.1	6.8	1.9	8.7
5/1	1288	1288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -3.1
PRC Over All Lanes (%): -3.1

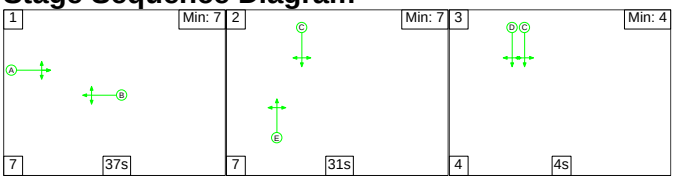
Total Delay for Signalled Lanes (pcuHr): 30.55
Total Delay Over All Lanes(pcuHr): 30.55

Cycle Time (s): 90

Full Input Data And Results

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

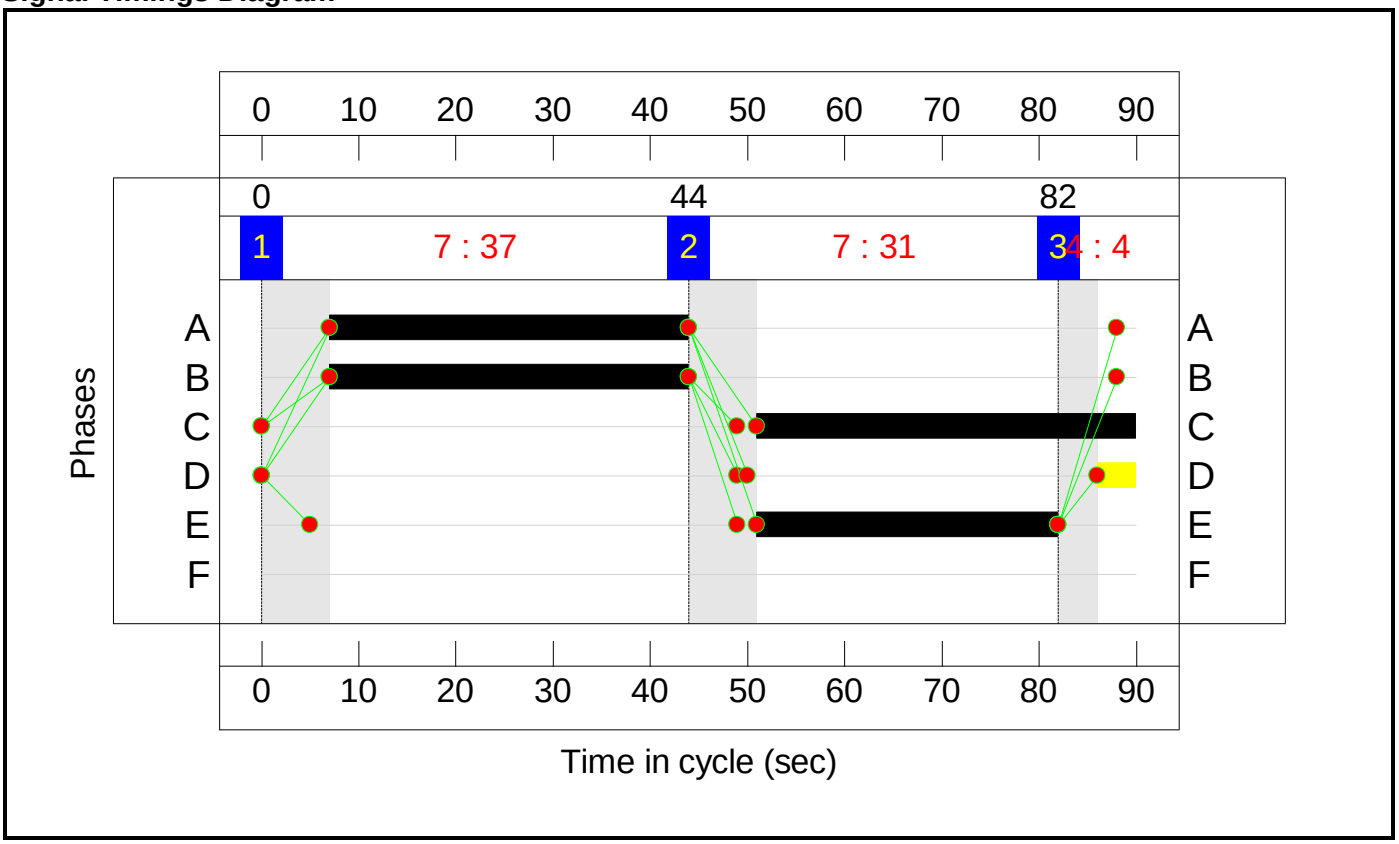
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	37	31	4
Change Point	0	44	82

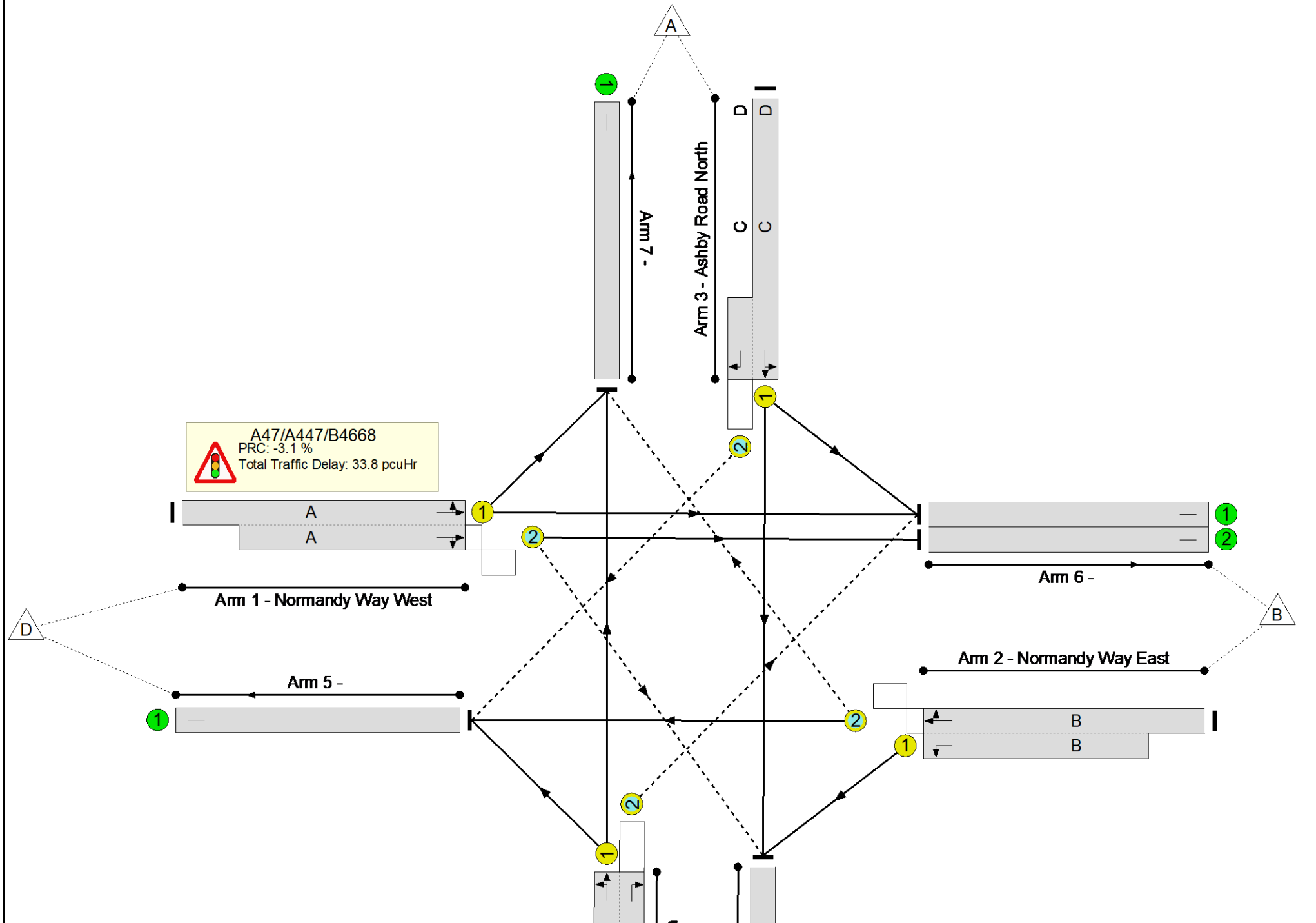
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.7%**
A47/A447/B4668	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.7%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	37	-	920	1807:2043	549+590	78.6 : 82.7%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	37	-	919	1899:1741	781+210	92.7 : 92.7%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	39	4:4	520	1878:1781	440+245	76.0 : 76.0%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	31	-	660	1866:1781	562+161	91.3 : 91.3%
5/1		U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%

Full Input Data And Results

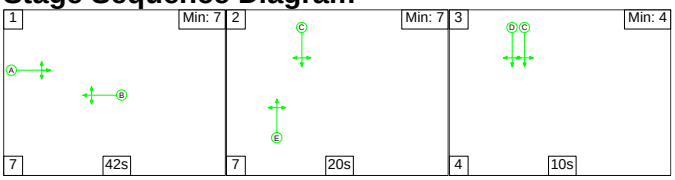
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road Junction	**-**	**-**	**298**	**119**	**70**	**18.2**	**13.7**	**1.9**	**33.8**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**298**	**119**	**70**	**18.2**	**13.7**	**1.9**	**33.8**	**-**	**-**	**-**	**-**
1/1+1/2	920	920	23	0	48	5.0	2.1	0.5	7.6	29.7	9.2	2.1	11.3
2/2+2/1	919	919	82	0	1	5.8	5.5	0.2	11.5	45.2	17.2	5.5	22.8
3/1+3/2	520	520	46	119	21	2.6	1.6	1.0	5.1	35.2	6.1	1.6	7.6
4/1+4/2	660	660	147	0	0	4.8	4.6	0.2	9.6	52.6	13.8	4.6	18.4
5/1	962	962	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -3.1 Total Delay for Signalled Lanes (pcuHr): 33.84 Cycle Time (s): 90
PRC Over All Lanes (%): -3.1 Total Delay Over All Lanes(pcuHr): 33.84

Full Input Data And Results

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

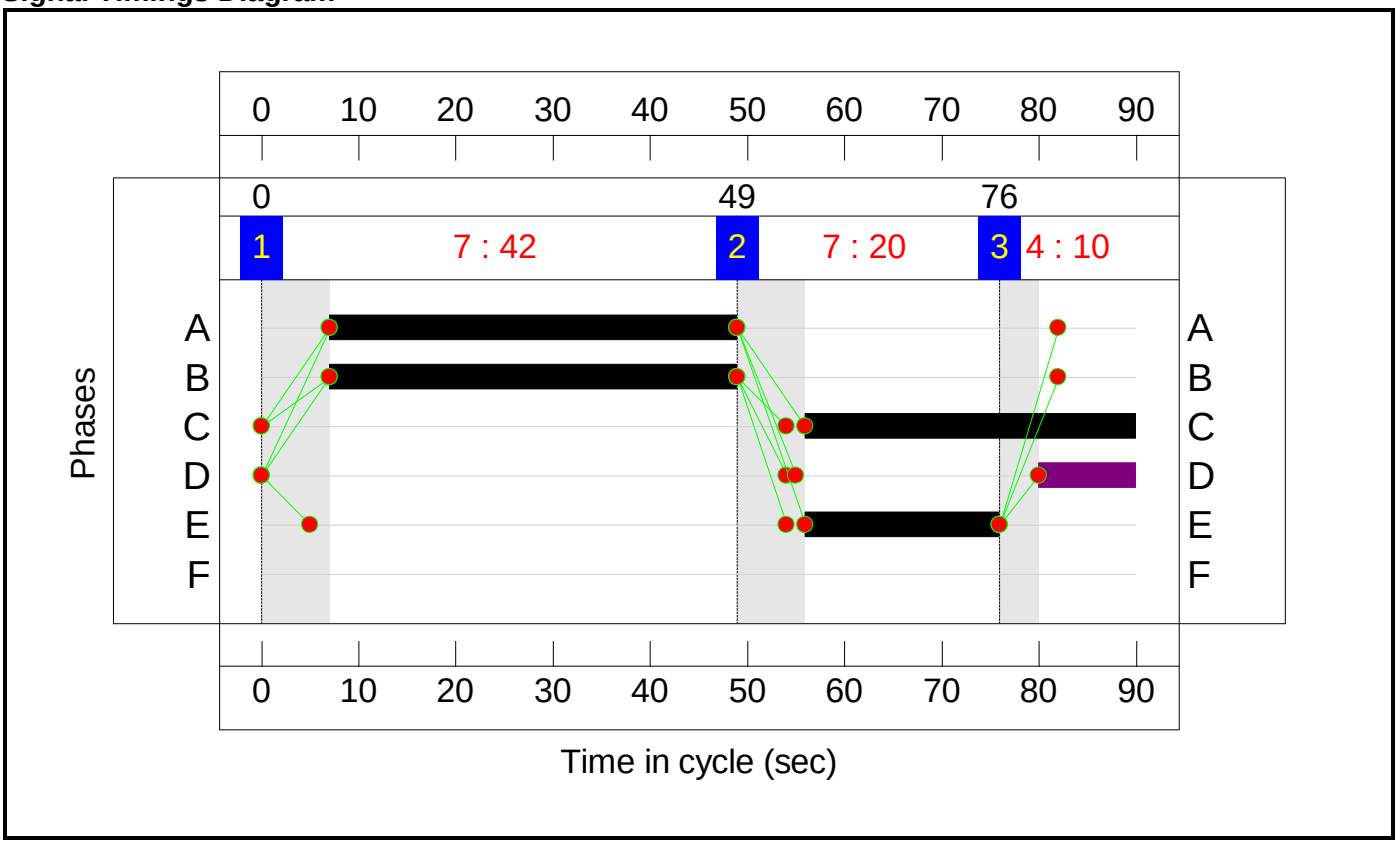
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	42	20	10
Change Point	0	49	76

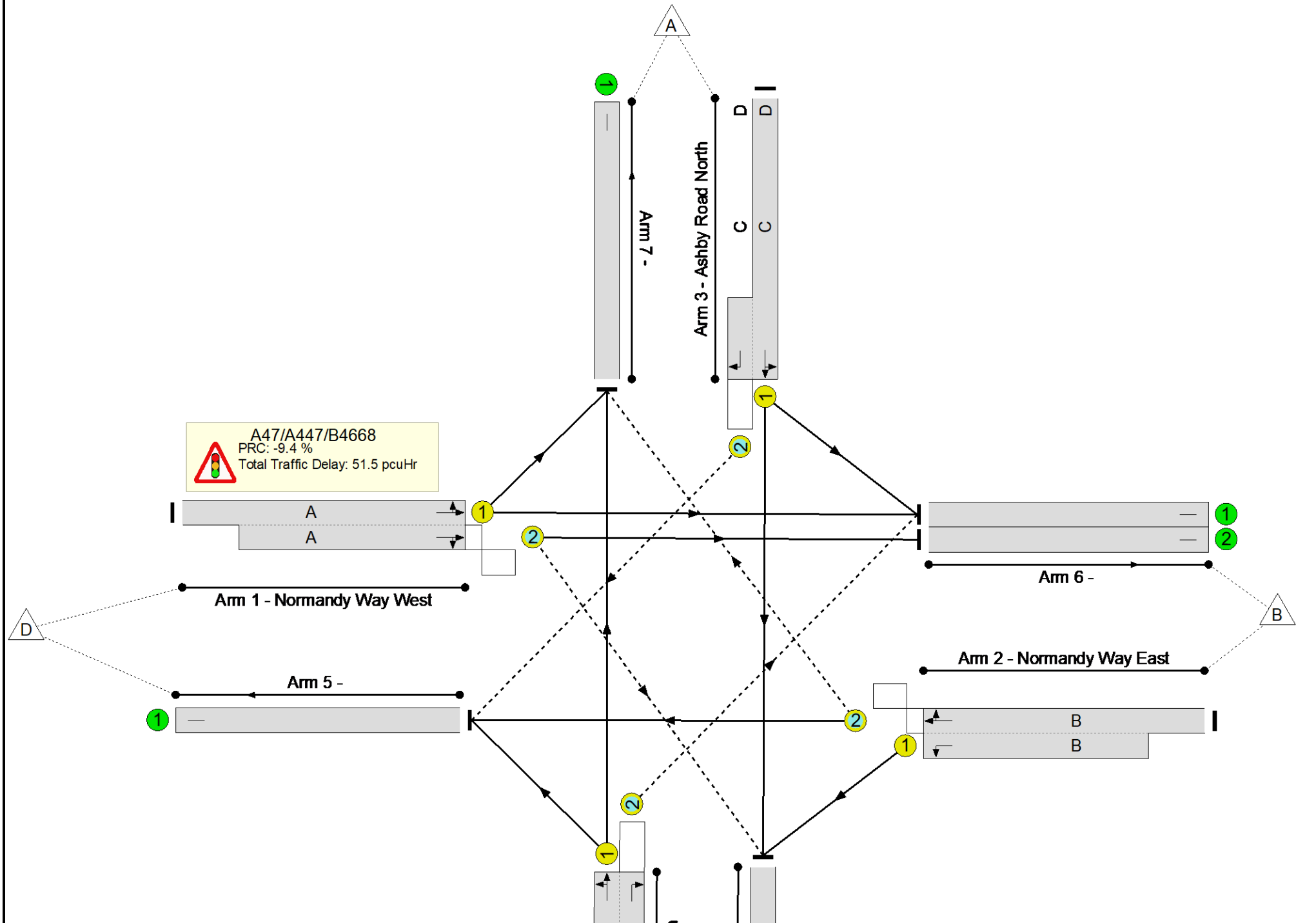
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.4%**
A47/A447/B4668	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.4%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	42	-	865	1790:2034	420+473	96.5 : 97.3%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	42	-	977	1910:1741	893+120	96.4 : 96.4%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	34	10:10	609	1891:1781	266+353	98.4 : 98.4%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	20	-	424	1840:1781	395+78	89.5 : 89.5%
5/1		U	N/A	N/A	-		-	-	-	1319	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	368	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%

Full Input Data And Results

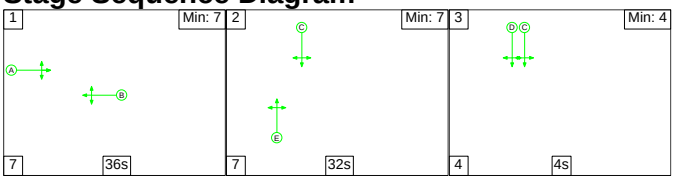
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road Junction	**-**	**-**	**152**	**237**	**152**	**17.8**	**32.3**	**1.5**	**51.5**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**152**	**237**	**152**	**17.8**	**32.3**	**1.5**	**51.5**	**-**	**-**	**-**	**-**
1/1+1/2	865	865	15	0	77	3.8	9.4	0.7	13.9	57.8	7.7	9.4	17.1
2/2+2/1	977	977	33	0	0	5.8	9.0	0.0	14.8	54.7	21.4	9.0	30.4
3/1+3/2	609	609	35	237	74	4.4	10.1	0.7	15.2	89.8	8.5	10.1	18.7
4/1+4/2	424	424	70	0	0	3.8	3.7	0.1	7.6	64.7	8.9	3.7	12.6
5/1	1319	1319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -9.4 Total Delay for Signalled Lanes (pcuHr): 51.53 Cycle Time (s): 90
PRC Over All Lanes (%): -9.4 Total Delay Over All Lanes(pcuHr): 51.53

Full Input Data And Results

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

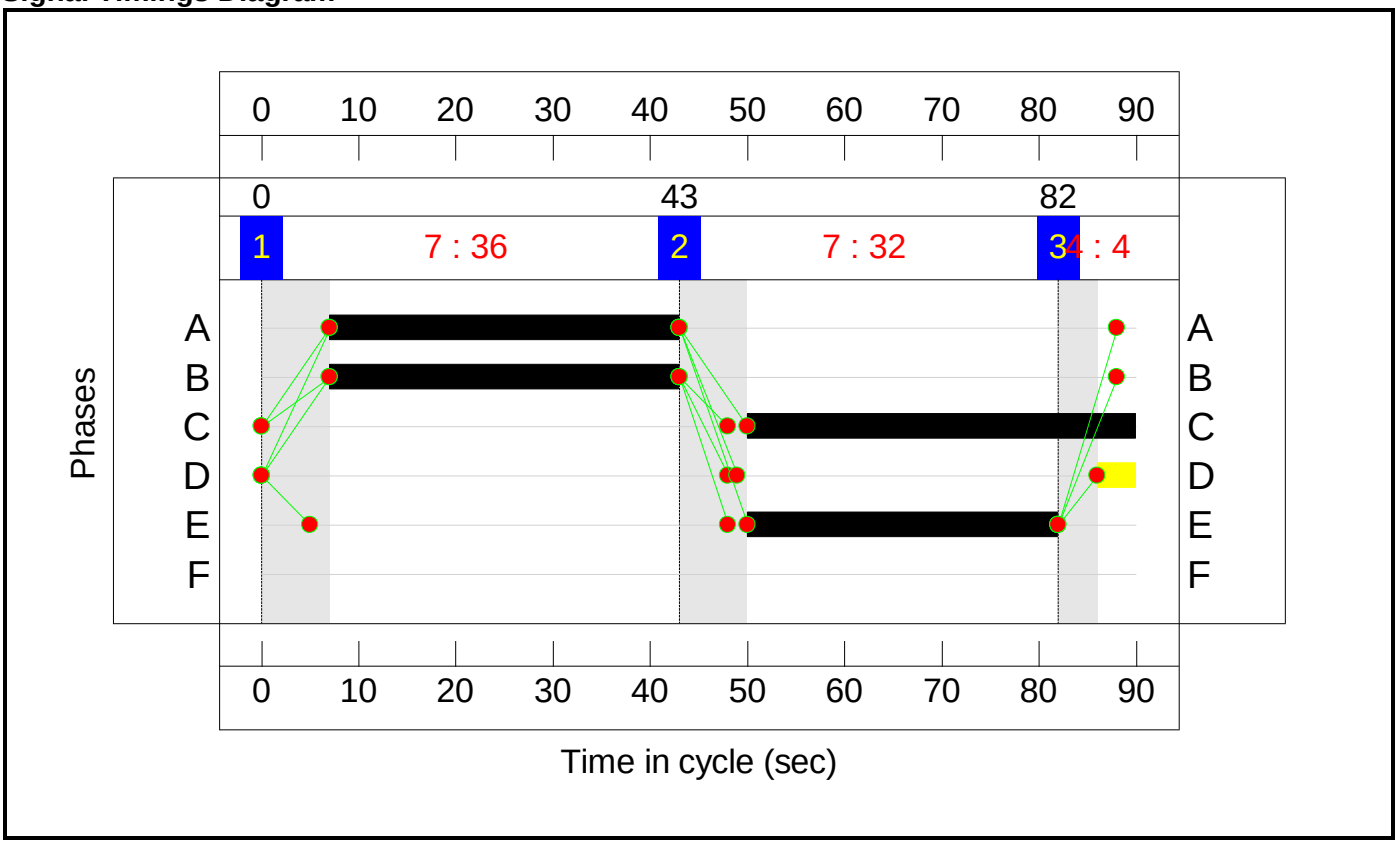
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	36	32	4
Change Point	0	43	82

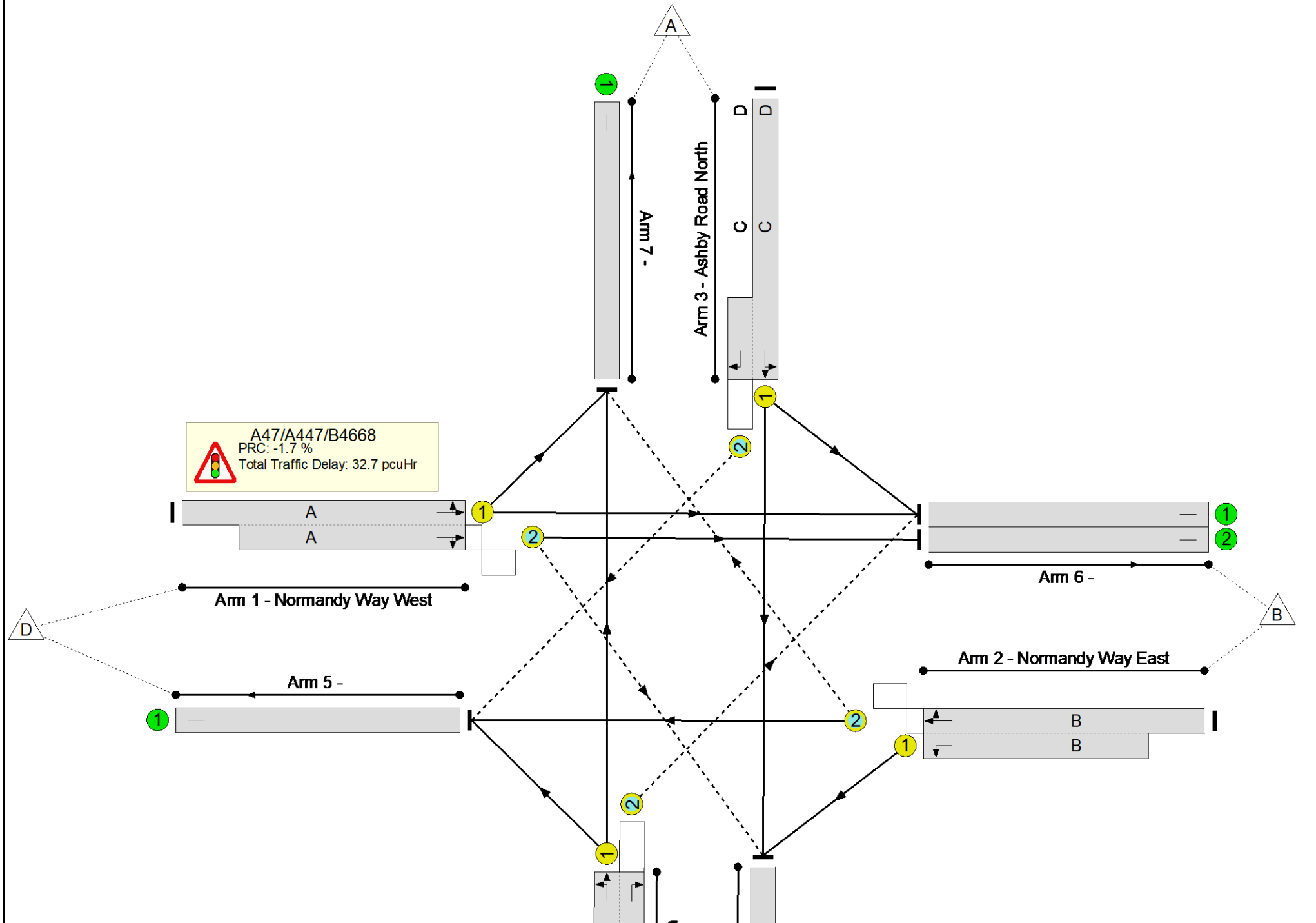
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.5%**
A47/A447/B4668	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.5%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	36	-	983	1789:2038	569+579	81.2 : 90.0%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	36	-	824	1906:1741	761+230	83.2 : 83.2%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	40	4:4	539	1900:1781	393+243	84.6 : 84.6%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	32	-	671	1866:1781	589+144	91.5 : 91.5%
5/1		U	N/A	N/A	-		-	-	-	940	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	428	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	763	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%

Full Input Data And Results

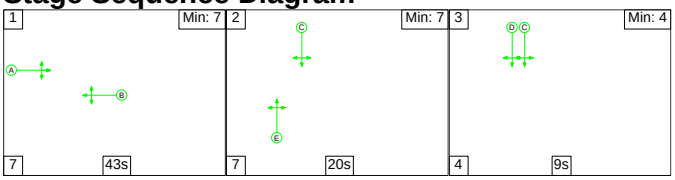
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road Junction	**-**	**-**	**273**	**119**	**80**	**18.3**	**12.6**	**1.9**	**32.7**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**273**	**119**	**80**	**18.3**	**12.6**	**1.9**	**32.7**	**-**	**-**	**-**	**-**
1/1+1/2	983	983	56	0	37	5.7	2.9	0.5	9.2	33.5	10.3	2.9	13.2
2/2+2/1	824	824	41	0	0	5.0	2.4	0.1	7.5	32.9	13.9	2.4	16.3
3/1+3/2	539	539	45	119	43	2.7	2.6	1.0	6.3	42.2	5.8	2.6	8.4
4/1+4/2	671	671	132	0	0	4.8	4.7	0.2	9.7	51.9	14.3	4.7	19.0
5/1	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	763	763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -1.7 Total Delay for Signalled Lanes (pcuHr): 32.69 Cycle Time (s): 90
PRC Over All Lanes (%): -1.7 Total Delay Over All Lanes(pcuHr): 32.69

Full Input Data And Results

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

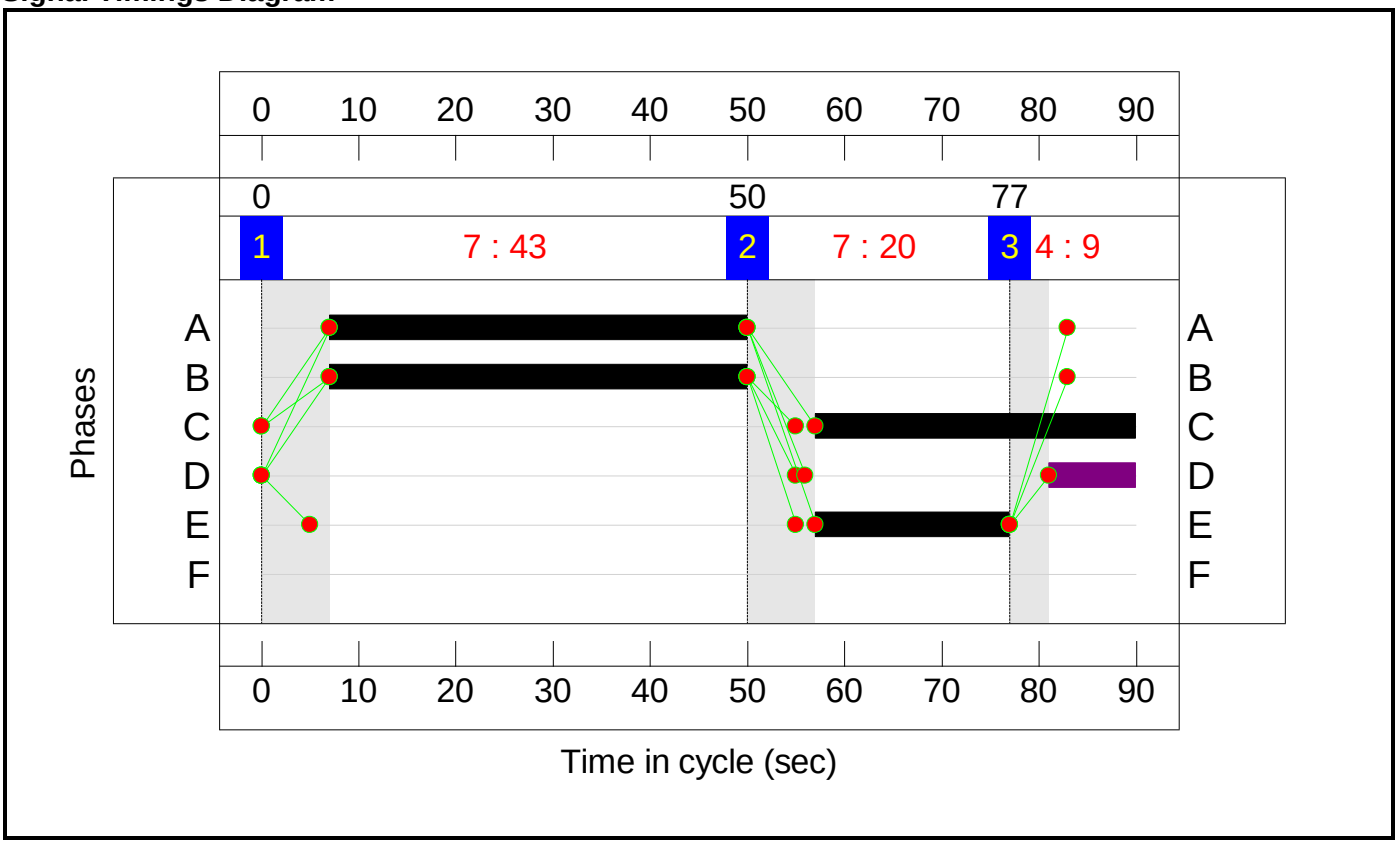
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	43	20	9
Change Point	0	50	77

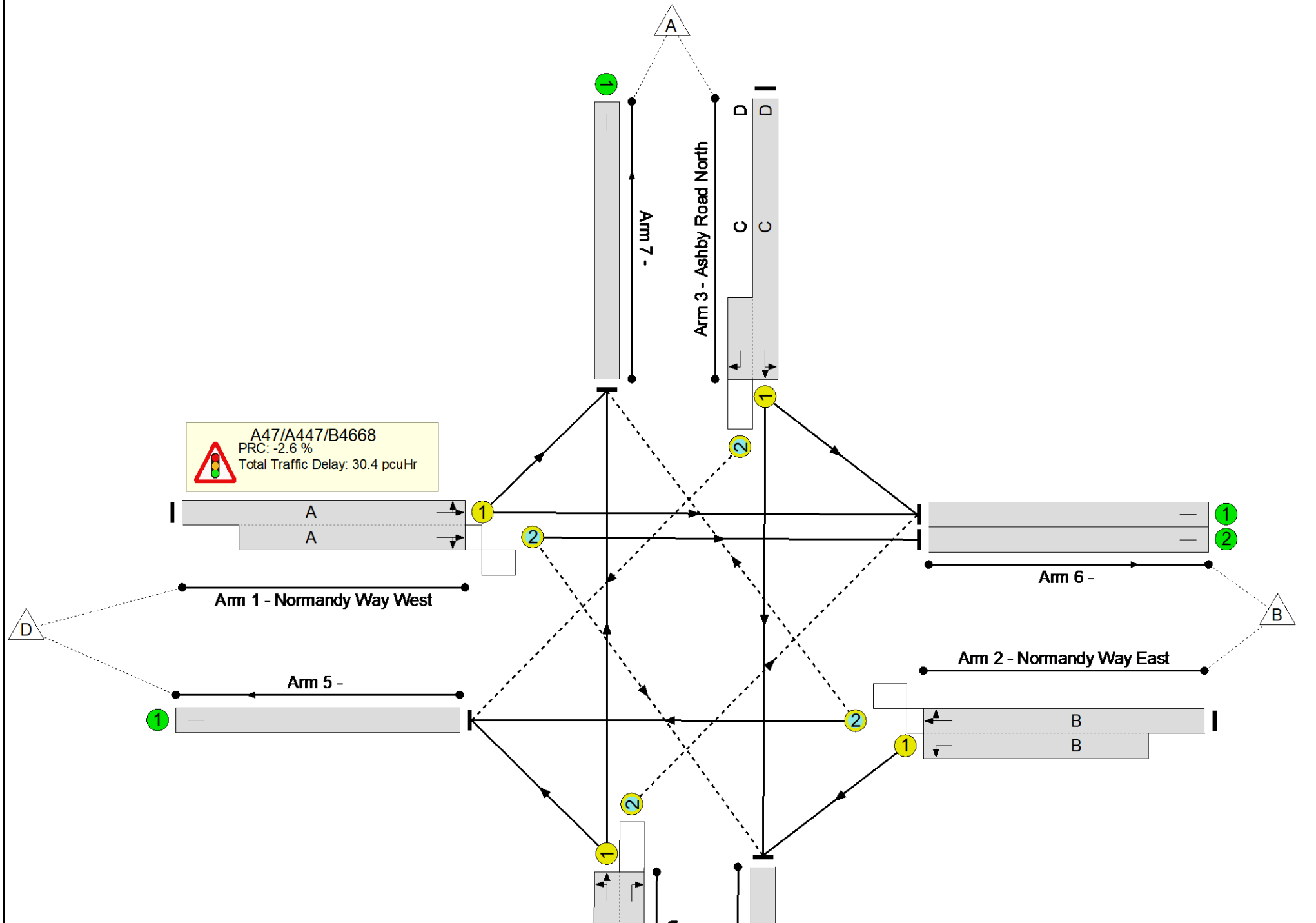
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.3%**
A47/A447/B4668	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.3%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	43	-	800	1801:2039	490+552	76.7 : 76.7%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	43	-	953	1905:1741	911+121	92.3 : 92.3%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	33	9:9	618	1877:1781	322+369	89.4 : 89.4%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	20	-	391	1843:1781	390+96	80.6 : 80.6%
5/1		U	N/A	N/A	-		-	-	-	1234	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	275	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	352	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	413	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: A47/Ashby Road Junction	**-**	**-**	**239**	**218**	**81**	**16.3**	**12.7**	**1.4**	**30.4**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**239**	**218**	**81**	**16.3**	**12.7**	**1.4**	**30.4**	**-**	**-**	**-**	**-**
1/1+1/2	800	800	32	0	40	3.3	1.6	0.5	5.4	24.4	6.8	1.6	8.5
2/2+2/1	953	953	58	0	1	5.3	5.3	0.1	10.7	40.3	19.7	5.3	25.0
3/1+3/2	618	618	72	218	41	4.3	3.8	0.7	8.7	50.9	7.8	3.8	11.6
4/1+4/2	391	391	77	0	0	3.4	2.0	0.2	5.6	51.2	7.6	2.0	9.6
5/1	1234	1234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -2.6
PRC Over All Lanes (%): -2.6

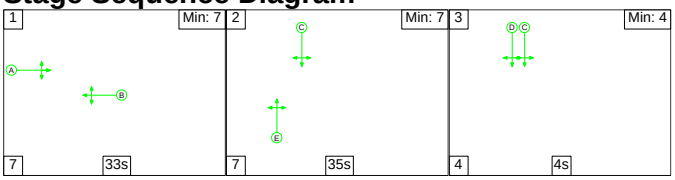
Total Delay for Signalled Lanes (pcuHr): 30.38
Total Delay Over All Lanes(pcuHr): 30.38

Cycle Time (s): 90

Full Input Data And Results

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

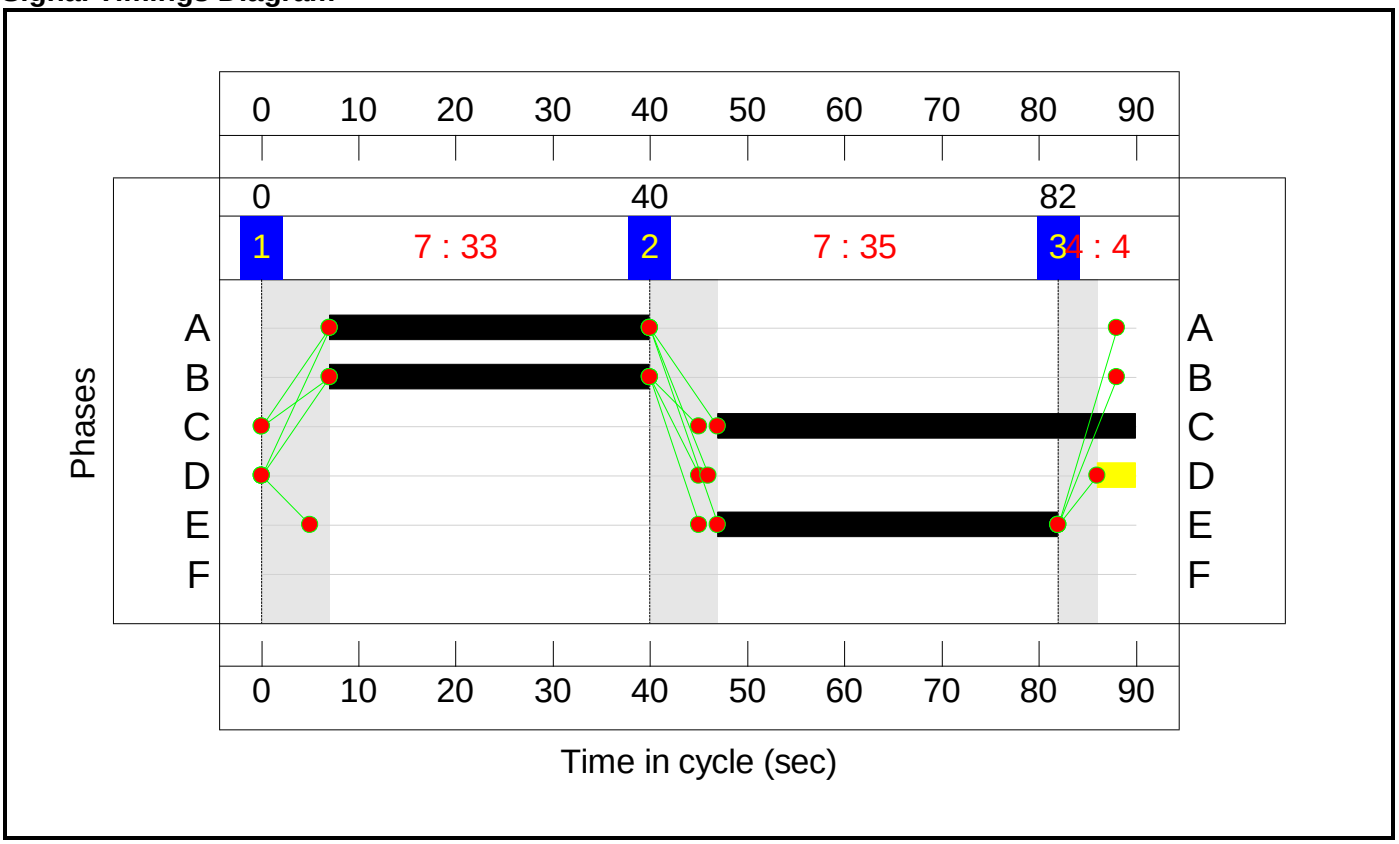
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	33	35	4
Change Point	0	40	82

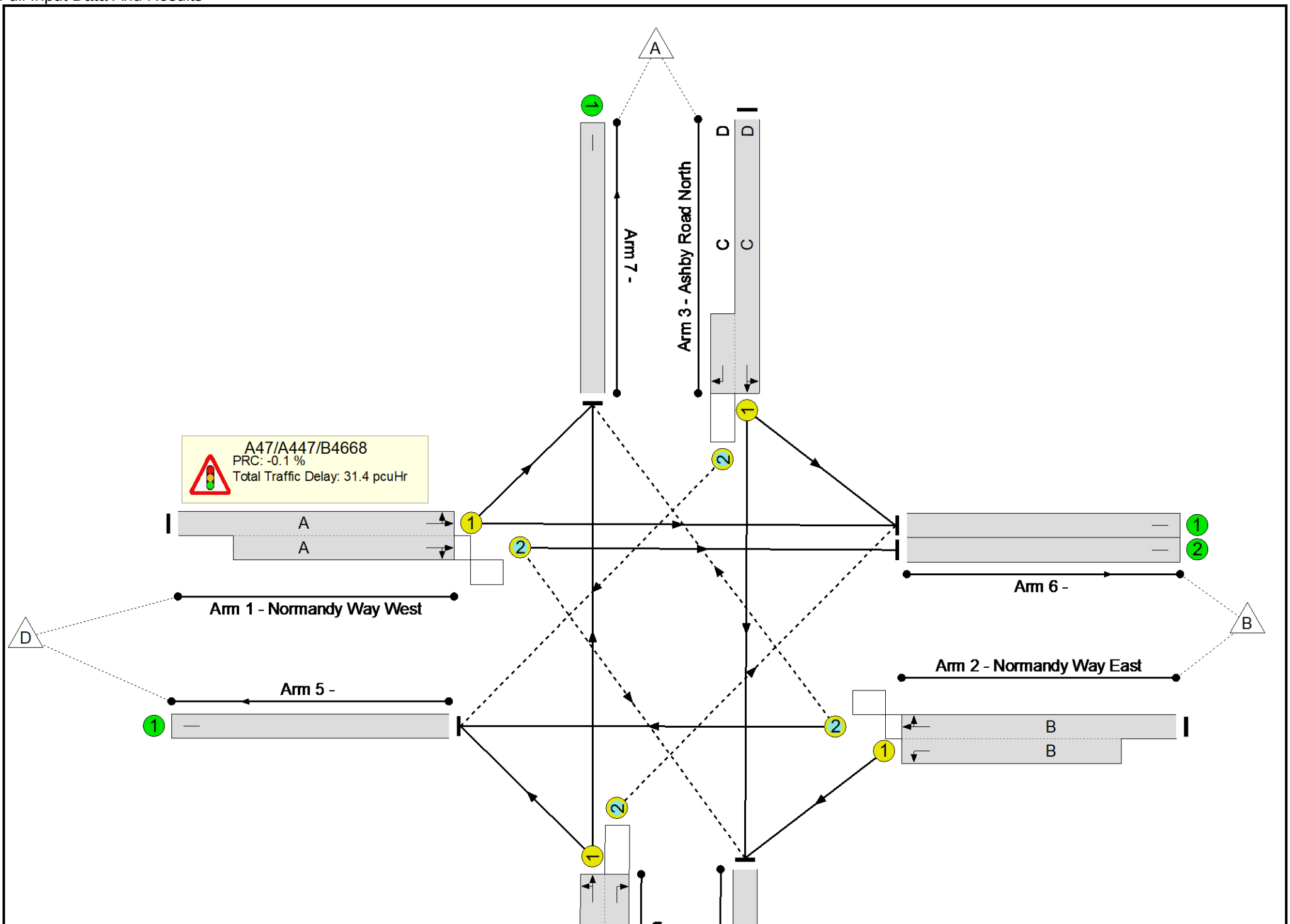
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.1%**
A47/A447/B4668	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.1%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	33	-	917	1794:2042	642+577	67.6 : 83.8%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	33	-	834	1903:1741	714+212	90.1 : 90.1%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	43	4:4	559	1894:1781	448+268	78.1 : 78.1%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	35	-	705	1872:1781	633+168	88.0 : 88.0%
5/1		U	N/A	N/A	-		-	-	-	923	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%

Full Input Data And Results

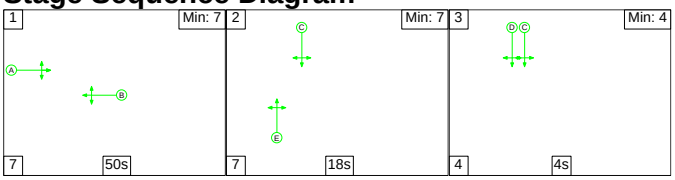
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road Junction	**-**	**-**	**293**	**119**	**73**	**18.7**	**10.8**	**1.9**	**31.4**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**293**	**119**	**73**	**18.7**	**10.8**	**1.9**	**31.4**	**-**	**-**	**-**	**-**
1/1+1/2	917	917	21	0	51	5.8	1.5	0.4	7.8	30.5	9.8	1.5	11.3
2/2+2/1	834	834	55	0	1	5.7	4.2	0.1	10.0	43.4	15.0	4.2	19.2
3/1+3/2	559	559	69	119	21	2.5	1.7	1.1	5.3	34.2	5.8	1.7	7.6
4/1+4/2	705	705	148	0	0	4.6	3.4	0.2	8.2	42.1	14.4	3.4	17.9
5/1	923	923	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -0.1 Total Delay for Signalled Lanes (pcuHr): 31.38 Cycle Time (s): 90
PRC Over All Lanes (%): -0.1 Total Delay Over All Lanes(pcuHr): 31.38

Full Input Data And Results

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

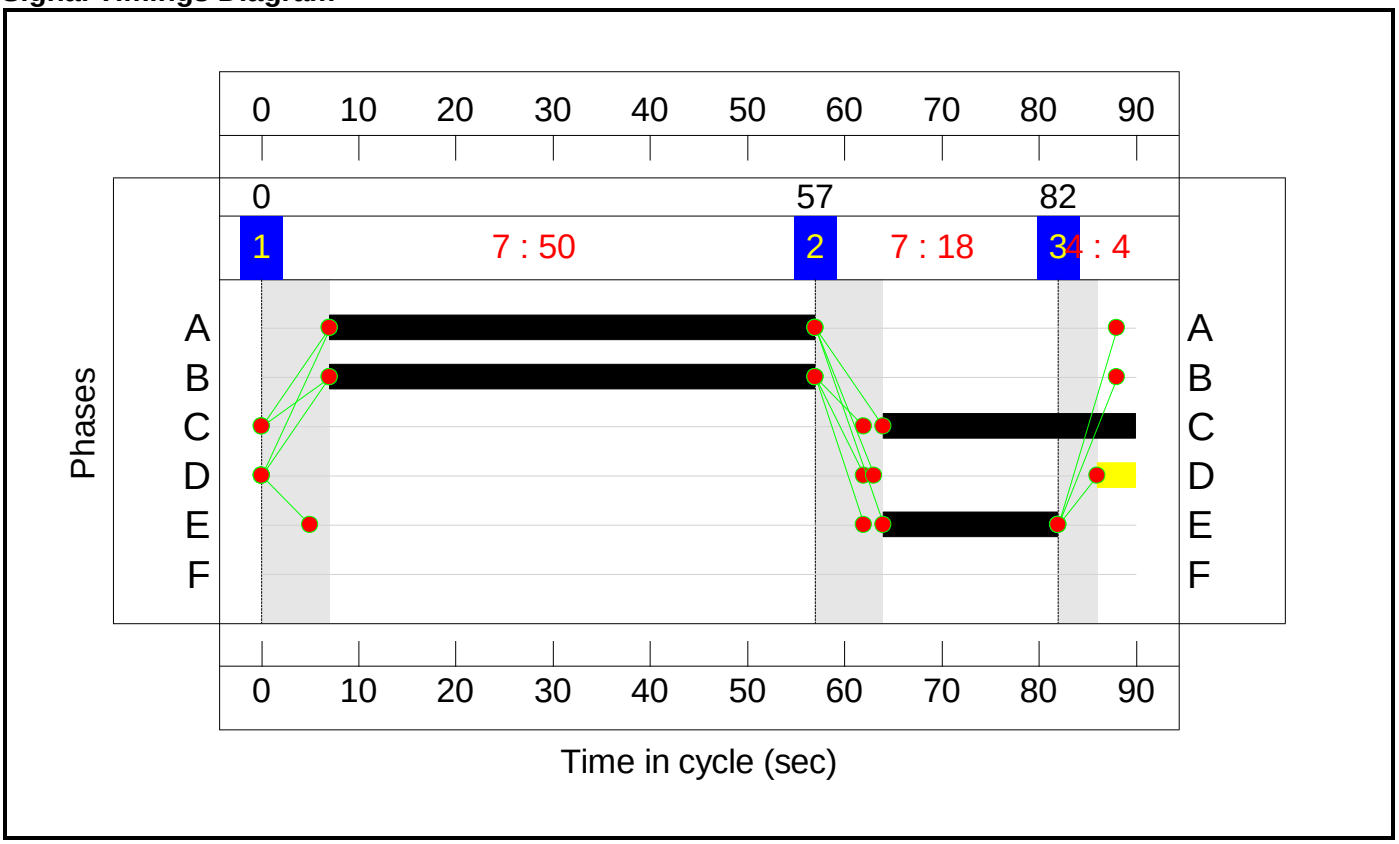
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	50	18	4
Change Point	0	57	82

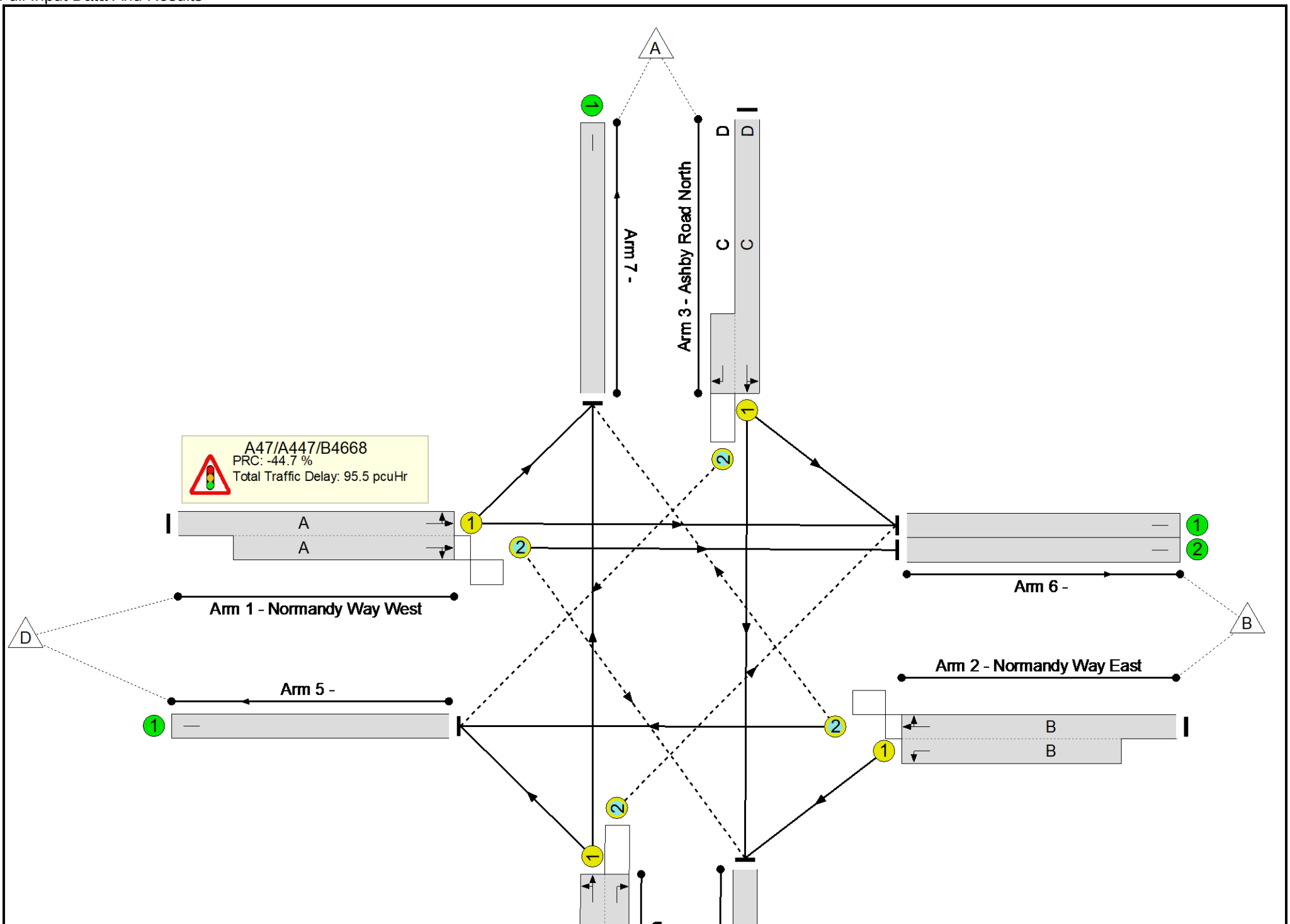
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**130.3%**
A47/A447/B4668	-	-	**N/A**	-	-		-	-	-	-	-	-	**130.3%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	50	-	896	1853:1921	1029+110	73.1 : 130.3%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	50	-	1123	1905:1741	1015+207	91.9 : 91.9%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	26	4:4	635	1869:1781	326+226	114.9 : 115.3%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	18	-	399	1837:1781	360+77	91.4 : 91.4%
5/1		U	N/A	N/A	-		-	-	-	1269	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%

Full Input Data And Results

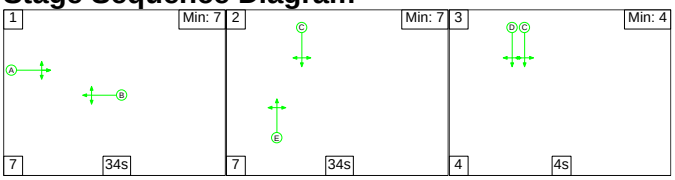
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road Junction	**-**	**-**	**190**	**119**	**161**	**19.1**	**73.1**	**3.3**	**95.5**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**190**	**119**	**161**	**19.1**	**73.1**	**3.3**	**95.5**	**-**	**-**	**-**	**-**
1/1+1/2	896	863	30	0	80	3.9	18.4	2.0	24.3	97.5	13.6	18.4	32.0
2/2+2/1	1123	1123	63	0	1	4.8	5.2	0.2	10.2	32.6	21.3	5.2	26.5
3/1+3/2	635	598	27	119	80	6.7	45.1	0.9	52.7	298.6	11.9	45.1	57.1
4/1+4/2	399	399	70	0	0	3.7	4.3	0.3	8.3	75.3	8.3	4.3	12.7
5/1	1235	1235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -44.7 Total Delay for Signalled Lanes (pcuHr): 95.47 Cycle Time (s): 90
PRC Over All Lanes (%): -44.7 Total Delay Over All Lanes(pcuHr): 95.47

Full Input Data And Results

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

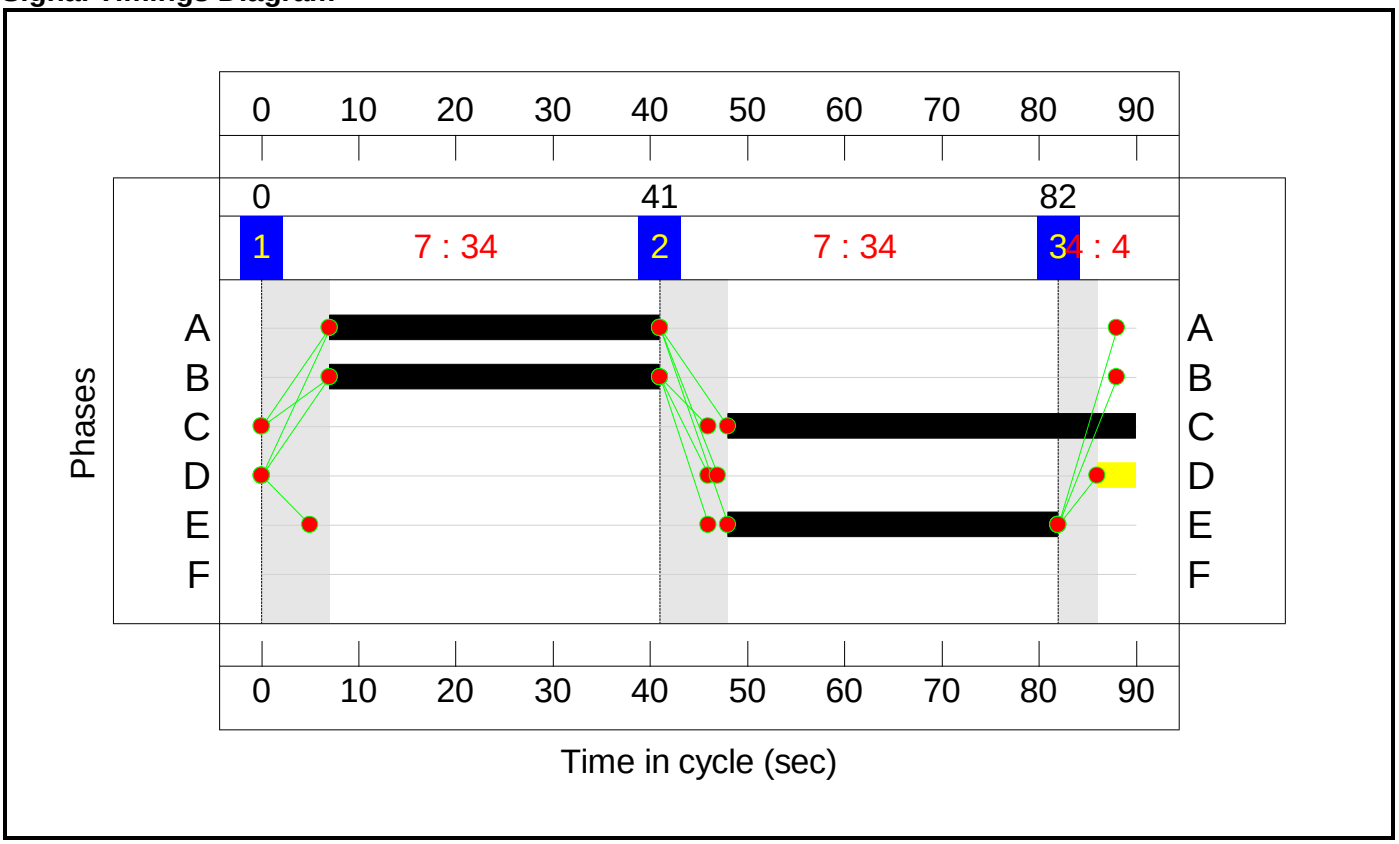
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	34	34	4
Change Point	0	41	82

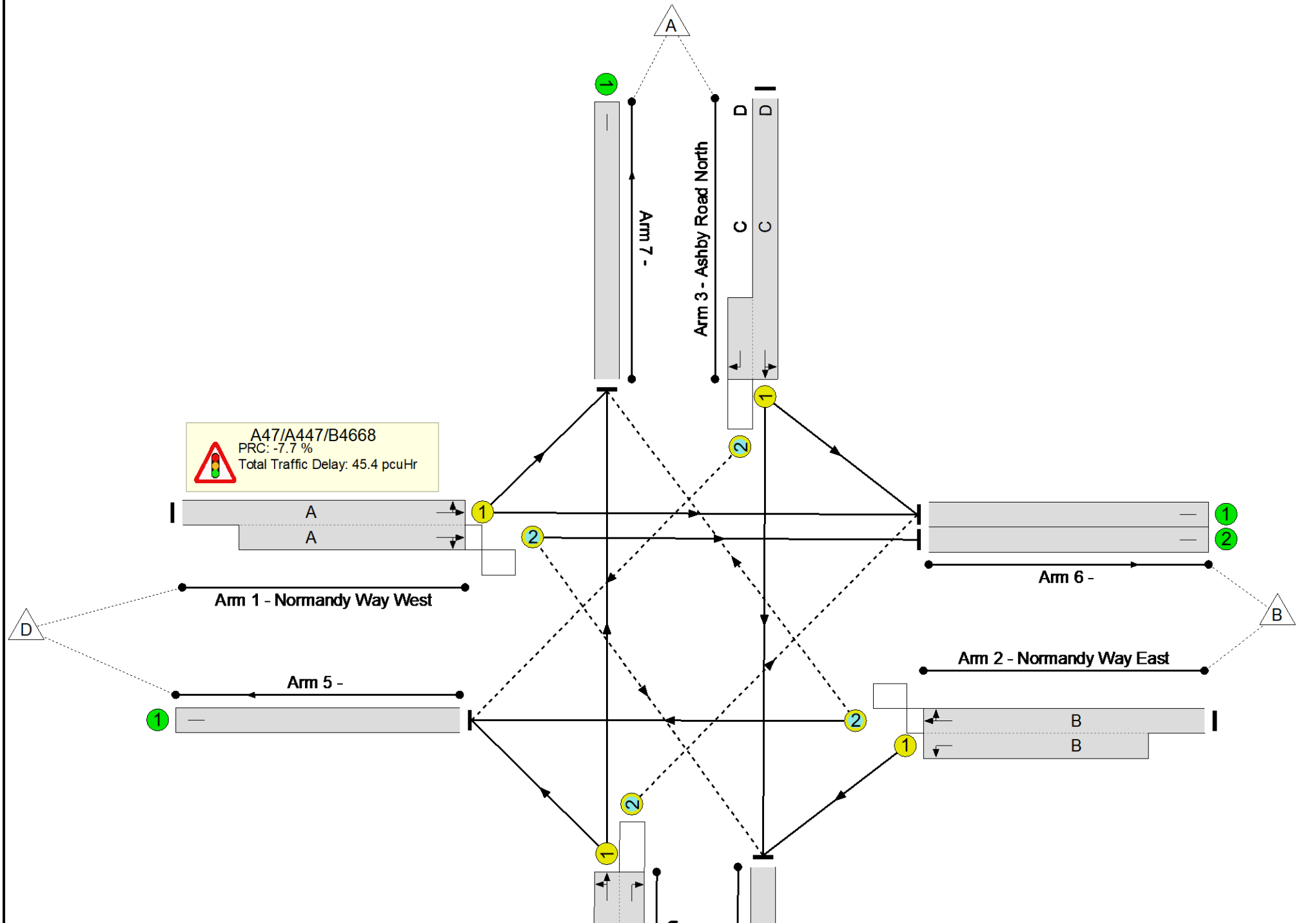
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.0%**
A47/A447/B4668	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.0%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	34	-	976	1798:2043	603+569	75.8 : 91.3%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	34	-	919	1898:1741	729+219	97.0 : 97.0%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	42	4:4	557	1878:1781	431+219	85.7 : 85.7%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	34	-	750	1871:1781	617+163	96.1 : 96.1%
5/1		U	N/A	N/A	-		-	-	-	950	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	443	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	836	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	585	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: A47/Ashby Road Junction	**-**	**-**	**252**	**119**	**135**	**20.4**	**22.9**	**2.1**	**45.4**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**252**	**119**	**135**	**20.4**	**22.9**	**2.1**	**45.4**	**-**	**-**	**-**	**-**
1/1+1/2	976	976	3	0	73	6.1	2.4	0.5	9.0	33.3	10.5	2.4	13.0
2/2+2/1	919	919	71	0	14	6.4	9.6	0.3	16.3	63.7	17.7	9.6	27.3
3/1+3/2	557	557	21	119	49	2.5	2.8	1.1	6.5	41.7	6.6	2.8	9.5
4/1+4/2	750	750	157	0	0	5.3	8.1	0.2	13.7	65.5	16.5	8.1	24.6
5/1	950	950	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -7.7 Total Delay for Signalled Lanes (pcuHr): 45.41 Cycle Time (s): 90

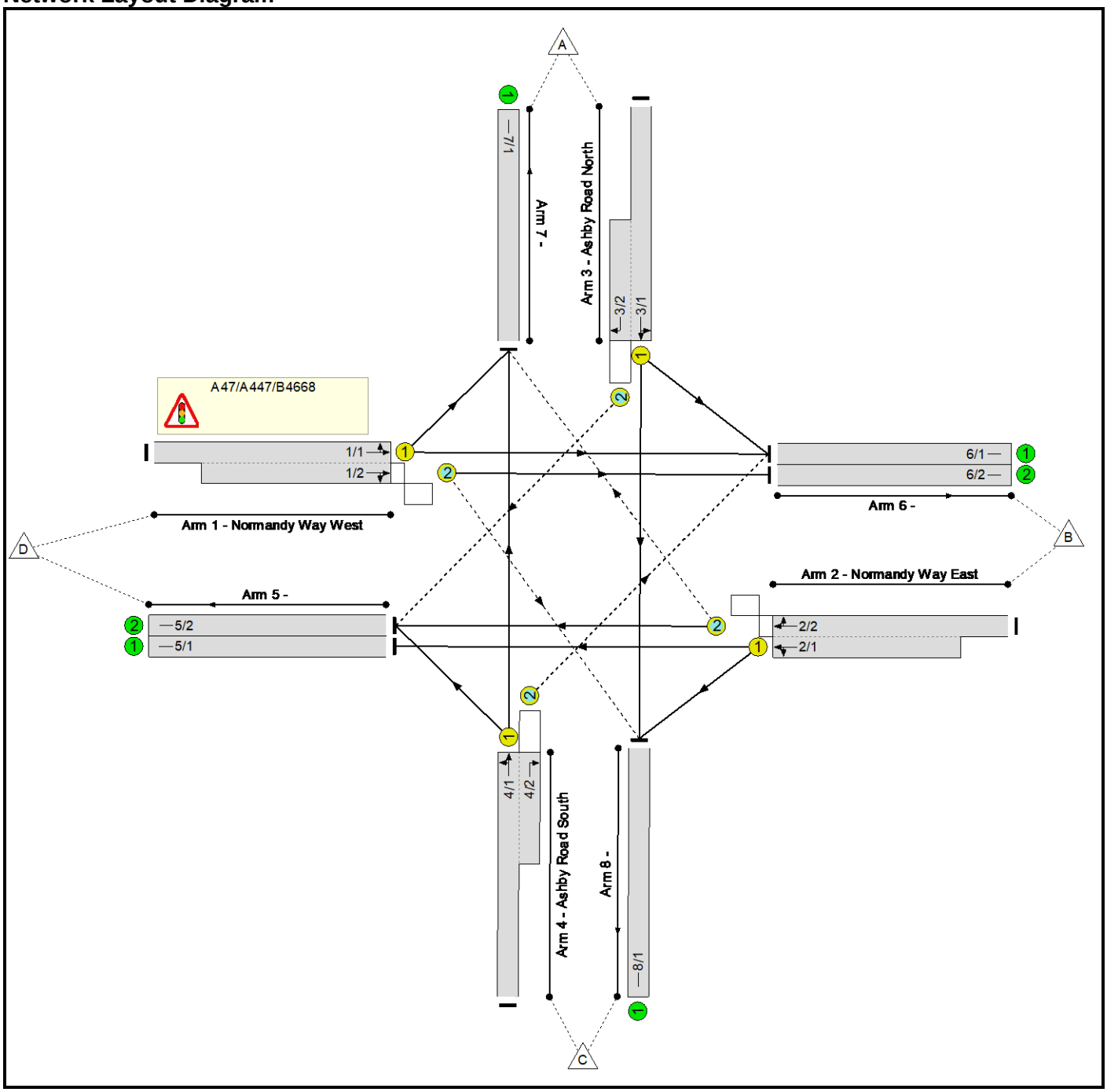
PRC Over All Lanes (%): -7.7 Total Delay Over All Lanes(pcuHr): 45.41

Full Input Data And Results

User and Project Details

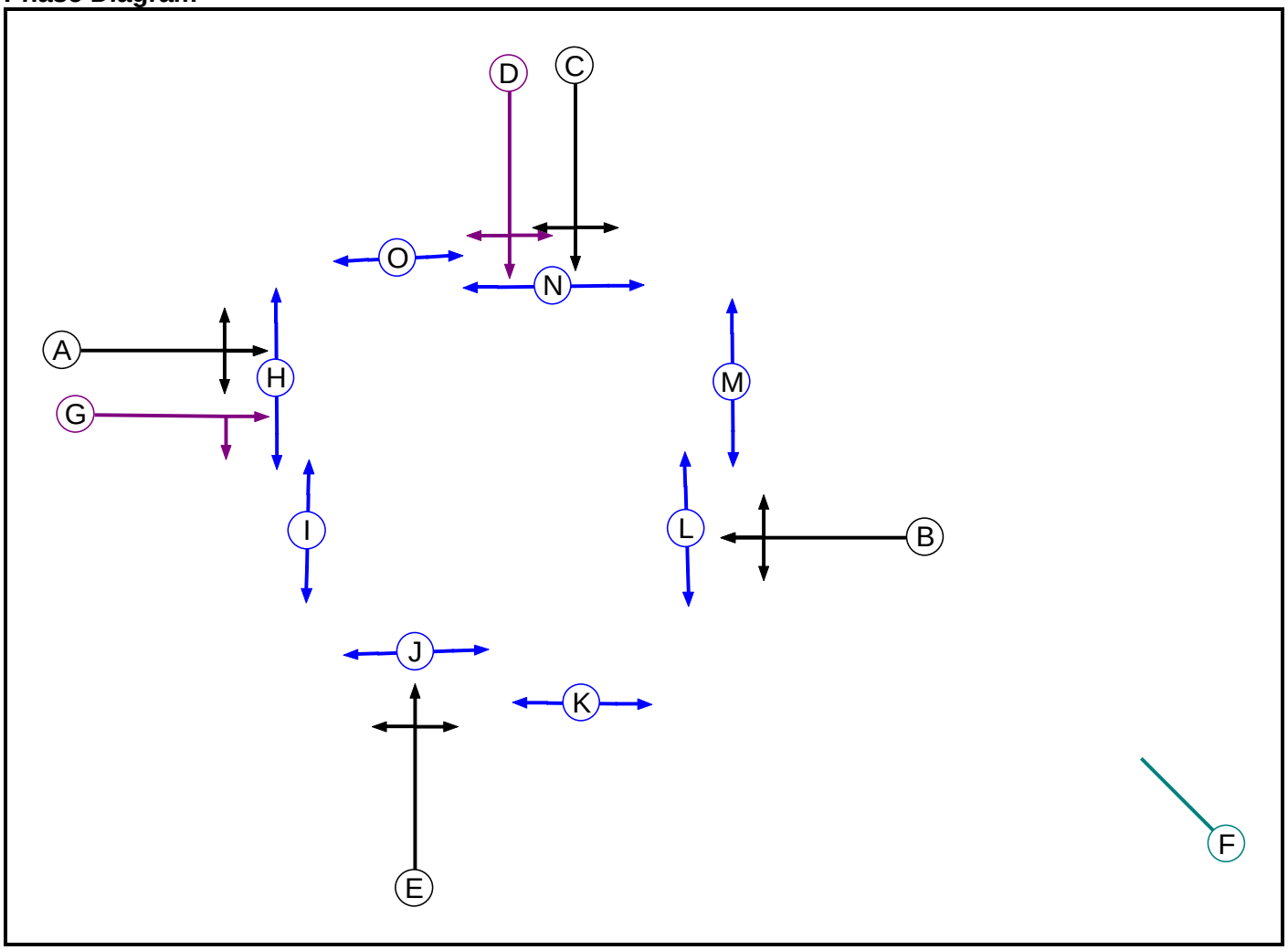
Project:	**Hinckley Rail Freight Interchange**
Title:	**A47/Ashby Road Junction**
Location:	
Additional detail:	Information taken from Signals Data/Drawing supplied by LCC This junction operates under MOVA control
File name:	220520 Ashby Road_Normandy Way (New Miti Xings).lsg3x
Author:	AJ Oakes
Company:	BWB Consulting Ltd
Address:	Nottingham

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		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	C	4	4
E	Traffic		7	7
F	Dummy		4	4
G	Ind. Arrow	A	4	4
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		5	5
L	Pedestrian		5	5
M	Pedestrian		5	5
N	Pedestrian		5	5
O	Pedestrian		5	5

Full Input Data And Results

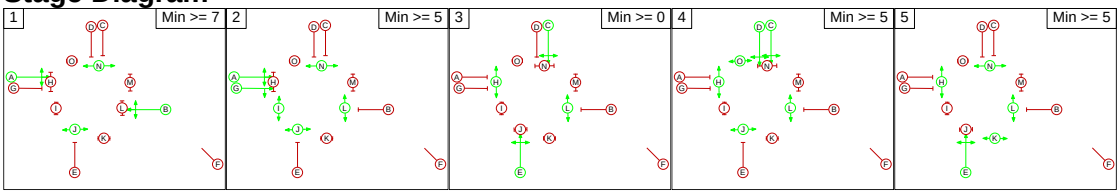
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
A		-	7	6	7	3	-	5	-	-	9	-	9	-	9
B	-		5	5	5	3	5	-	9	-	7	5	-	-	9
C	7	7		-	-	3	5	-	10	-	9	-	8	5	-
D	7	7	-		5	3	5	-	10	-	-	-	-	5	-
E	6	6	-	4		3	5	-	8	5	-	-	9	-	9
F	2	2	2	2	2		2	-	-	-	-	-	-	-	-
G	-	6	6	5	5	3		5	-	-	9	-	-	-	-
H	7	-	-	-	-	-	7		-	-	-	-	-	-	-
I	-	7	7	7	7	-	-	-		-	-	-	-	-	-
J	-	-	-	-	7	-	-	-	-		-	-	-	-	-
K	6	6	6	-	-	-	6	-	-	-		-	-	-	-
L	-	7	-	-	-	-	-	-	-	-	-		-	-	-
M	7	-	7	-	7	-	-	-	-	-	-	-		-	-
N	-	-	7	7	-	-	-	-	-	-	-	-	-		-
O	6	6	-	-	6	-	-	-	-	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

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

Full Input Data And Results

Give-Way Lane Input Data

Junction: A47/A447/B4668											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (Normandy Way West)	8/1 (Right)	1439	0	2/2	1.09	To 5/2 (Ahead)	3.00	2.00	0.50	3	2.00
				2/1	1.09	All					
2/2 (Normandy Way East)	7/1 (Right)	1439	0	1/2	1.09	To 6/2 (Ahead)	3.00	2.00	0.50	3	2.00
				1/1	1.09	All					
3/2 (Ashby Road North)	5/2 (Right)	1439	0	4/1	1.09	All	3.00	-	0.50	3	2.00
4/2 (Ashby Road South)	6/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00

Full Input Data And Results

Lane Input Data

Junction: A47/A447/B4668

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 (Normandy Way West)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Left	15.00
1/2 (Normandy Way West)	O	A G	2	3	22.6	Geom	-	4.50	0.00	Y	Arm 6 Ahead	Inf
											Arm 8 Right	20.00
2/1 (Normandy Way East)	U	B	2	3	26.1	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	15.00
2/2 (Normandy Way East)	O	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Right	20.00
3/1 (Ashby Road North)	U	C D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	15.00
											Arm 8 Ahead	Inf
3/2 (Ashby Road North)	O	C D	2	3	8.7	Geom	-	3.00	0.00	Y	Arm 5 Right	20.00
4/1 (Ashby Road South)	U	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	15.00
											Arm 7 Ahead	Inf
4/2 (Ashby Road South)	O	E	2	3	8.0	Geom	-	3.00	0.00	Y	Arm 6 Right	20.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 AM Base'	08:00	09:00	01:00	
2: '2018 PM Base'	17:00	18:00	01:00	
3: '2026 WoD AM'	08:00	09:00	01:00	
4: '2026 WoD PM'	17:00	18:00	01:00	
5: '2026 WoDWS AM'	08:00	09:00	01:00	
6: '2026 WoDWS PM'	17:00	18:00	01:00	
7: '2026 WD AM'	08:00	09:00	01:00	
8: '2026 WD PM'	17:00	18:00	01:00	
9: '2036 WoD AM'	08:00	09:00	01:00	
10: '2036 WoD PM'	17:00	18:00	01:00	
11: '2036 WoDWS AM'	08:00	09:00	01:00	
12: '2036 WoDWS PM'	17:00	18:00	01:00	
13: '2036 WD AM'	08:00	09:00	01:00	
14: '2036 WD PM'	17:00	18:00	01:00	

Scenario 1: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'AM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	61	251	313	625
	B	40	0	98	625	763
	C	204	128	0	132	464
	D	158	499	51	0	708
	Tot.	402	688	400	1070	2560

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2026 WoDWS AM
Junction: A47/A447/B4668	
1/1 (with short)	708(In) 335(Out)
1/2 (short)	373
2/1 (short)	378
2/2 (with short)	763(In) 385(Out)
3/1 (with short)	625(In) 312(Out)
3/2 (short)	313
4/1 (with short)	464(In) 336(Out)
4/2 (short)	128
5/1	280
5/2	790
6/1	366
6/2	322
7/1	402
8/1	400

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	52.8 %	1829	1829
				Arm 7 Left	15.00	47.2 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	86.3 %	2044	2044
				Arm 8 Right	20.00	13.7 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	74.1 %	1867	1867
				Arm 8 Left	15.00	25.9 %		
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	89.6 %	1900	1900
				Arm 7 Right	20.00	10.4 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	19.6 %	1878	1878
				Arm 8 Ahead	Inf	80.4 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	39.3 %	1843	1843
				Arm 7 Ahead	Inf	60.7 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 2: 'PM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	40	325	200	565
	B	42	0	170	506	718
	C	435	168	0	134	737
	D	226	496	59	0	781
	Tot.	703	704	554	840	2801

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2026 WoDWS PM
Junction: A47/A447/B4668	
1/1 (with short)	781(In) 367(Out)
1/2 (short)	414
2/1 (short)	352
2/2 (with short)	718(In) 366(Out)
3/1 (with short)	565(In) 365(Out)
3/2 (short)	200
4/1 (with short)	737(In) 569(Out)
4/2 (short)	168
5/1	182
5/2	658
6/1	349
6/2	355
7/1	703
8/1	554

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	38.4 %	1804	1804
				Arm 7 Left	15.00	61.6 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	85.7 %	2043	2043
				Arm 8 Right	20.00	14.3 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	51.7 %	1827	1827
				Arm 8 Left	15.00	48.3 %		
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	88.5 %	1899	1899
				Arm 7 Right	20.00	11.5 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	11.0 %	1894	1894
				Arm 8 Ahead	Inf	89.0 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	23.6 %	1871	1871
				Arm 7 Ahead	Inf	76.4 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'AM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	91	312	299	702
	B	45	0	127	665	837
	C	201	118	0	122	441
	D	176	596	68	0	840
	Tot.	422	805	507	1086	2820

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 WD AM
Junction: A47/A447/B4668	
1/1 (with short)	840(In) 398(Out)
1/2 (short)	442
2/1 (short)	414
2/2 (with short)	837(In) 423(Out)
3/1 (with short)	702(In) 403(Out)
3/2 (short)	299
4/1 (with short)	441(In) 323(Out)
4/2 (short)	118
5/1	287
5/2	799
6/1	431
6/2	374
7/1	422
8/1	507

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	55.8 %	1834	1834
				Arm 7 Left	15.00	44.2 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	84.6 %	2041	2041
				Arm 8 Right	20.00	15.4 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	69.3 %	1858	1858
				Arm 8 Left	15.00	30.7 %		
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	89.4 %	1900	1900
				Arm 7 Right	20.00	10.6 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	22.6 %	1873	1873
				Arm 8 Ahead	Inf	77.4 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	37.8 %	1845	1845
				Arm 7 Ahead	Inf	62.2 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 WD PM' (FG8: '2026 WD PM', Plan 2: 'PM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	76	331	200	607
	B	69	0	180	535	784
	C	464	191	0	146	801
	D	228	571	58	0	857
	Tot.	761	838	569	881	3049

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 WD PM
Junction: A47/A447/B4668	
1/1 (with short)	857(In) 403(Out)
1/2 (short)	454
2/1 (short)	386
2/2 (with short)	784(In) 398(Out)
3/1 (with short)	607(In) 407(Out)
3/2 (short)	200
4/1 (with short)	801(In) 610(Out)
4/2 (short)	191
5/1	206
5/2	675
6/1	442
6/2	396
7/1	761
8/1	569

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	43.4 %	1812	1812
				Arm 7 Left	15.00	56.6 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	87.2 %	2045	2045
				Arm 8 Right	20.00	12.8 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	53.4 %	1830	1830
				Arm 8 Left	15.00	46.6 %		
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	82.7 %	1890	1890
				Arm 7 Right	20.00	17.3 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	18.7 %	1880	1880
				Arm 8 Ahead	Inf	81.3 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	23.9 %	1870	1870
				Arm 7 Ahead	Inf	76.1 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'AM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	72	431	358	861
	B	47	0	152	657	856
	C	243	126	0	118	487
	D	204	538	74	0	816
	Tot.	494	736	657	1133	3020

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2036 WoDWS AM
Junction: A47/A447/B4668	
1/1 (with short)	816(In) 385(Out)
1/2 (short)	431
2/1 (short)	422
2/2 (with short)	856(In) 434(Out)
3/1 (with short)	861(In) 503(Out)
3/2 (short)	358
4/1 (with short)	487(In) 361(Out)
4/2 (short)	126
5/1	270
5/2	863
6/1	379
6/2	357
7/1	494
8/1	657

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	47.0 %	1819	1819
				Arm 7 Left	15.00	53.0 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	82.8 %	2039	2039
				Arm 8 Right	20.00	17.2 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	64.0 %	1848	1848
				Arm 8 Left	15.00	36.0 %		
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	89.2 %	1900	1900
				Arm 7 Right	20.00	10.8 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	14.3 %	1888	1888
				Arm 8 Ahead	Inf	85.7 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	32.7 %	1854	1854
				Arm 7 Ahead	Inf	67.3 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 2: 'PM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	57	395	218	670
	B	60	0	188	498	746
	C	554	205	0	114	873
	D	257	528	51	0	836
	Tot.	871	790	634	830	3125

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2036 WoDWS PM
Junction: A47/A447/B4668	
1/1 (with short)	836(In) 393(Out)
1/2 (short)	443
2/1 (short)	366
2/2 (with short)	746(In) 380(Out)
3/1 (with short)	670(In) 452(Out)
3/2 (short)	218
4/1 (with short)	873(In) 668(Out)
4/2 (short)	205
5/1	178
5/2	652
6/1	398
6/2	392
7/1	871
8/1	634

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	34.6 %	1797	1797
				Arm 7 Left	15.00	65.4 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	88.5 %	2047	2047
				Arm 8 Right	20.00	11.5 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	48.6 %	1821	1821
				Arm 8 Left	15.00	51.4 %		
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	84.2 %	1893	1893
				Arm 7 Right	20.00	15.8 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	12.6 %	1891	1891
				Arm 8 Ahead	Inf	87.4 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	17.1 %	1883	1883
				Arm 7 Ahead	Inf	82.9 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'AM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	102	507	331	940
	B	56	0	200	681	937
	C	249	120	0	122	491
	D	216	594	99	0	909
	Tot.	521	816	806	1134	3277

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2036 WD AM
Junction: A47/A447/B4668	
1/1 (with short)	909(In) 431(Out)
1/2 (short)	478
2/1 (short)	461
2/2 (with short)	937(In) 476(Out)
3/1 (with short)	940(In) 609(Out)
3/2 (short)	331
4/1 (with short)	491(In) 371(Out)
4/2 (short)	120
5/1	261
5/2	873
6/1	437
6/2	379
7/1	521
8/1	806

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	49.9 %	1824	1824
				Arm 7 Left	15.00	50.1 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	79.3 %	2033	2033
				Arm 8 Right	20.00	20.7 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	56.6 %	1835	1835
				Arm 8 Left	15.00	43.4 %		
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	88.2 %	1898	1898
				Arm 7 Right	20.00	11.8 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	16.7 %	1883	1883
				Arm 8 Ahead	Inf	83.3 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	32.9 %	1854	1854
				Arm 7 Ahead	Inf	67.1 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2036 WD PM' (FG14: '2036 WD PM', Plan 2: 'PM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	92	393	228	713
	B	90	0	187	529	806
	C	565	187	0	109	861
	D	285	575	50	0	910
	Tot.	940	854	630	866	3290

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2036 WD PM
Junction: A47/A447/B4668	
1/1 (with short)	910(In) 430(Out)
1/2 (short)	480
2/1 (short)	469
2/2 (with short)	806(In) 337(Out)
3/1 (with short)	713(In) 485(Out)
3/2 (short)	228
4/1 (with short)	861(In) 674(Out)
4/2 (short)	187
5/1	282
5/2	584
6/1	424
6/2	430
7/1	940
8/1	630

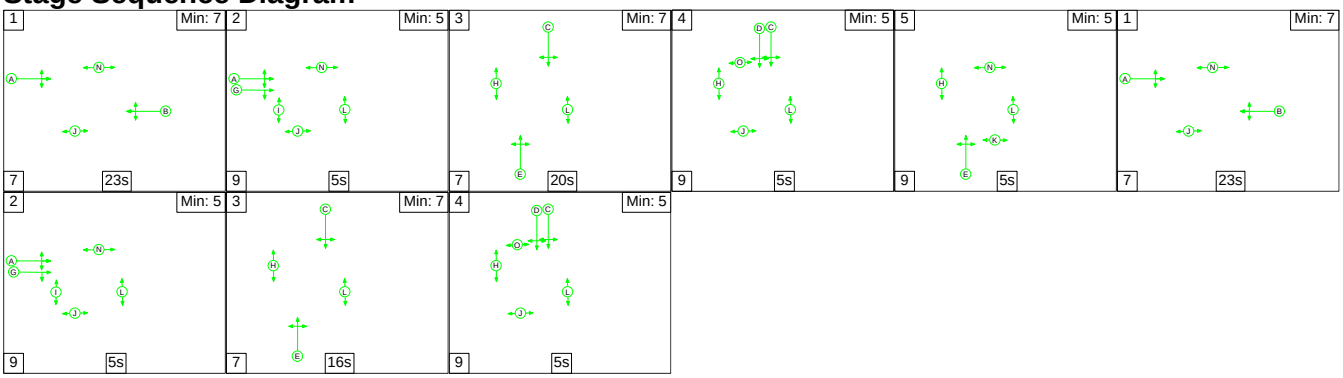
Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	33.7 %	1796	1796
				Arm 7 Left	15.00	66.3 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	89.6 %	2049	2049
				Arm 8 Right	20.00	10.4 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	60.1 %	1842	1842
				Arm 8 Left	15.00	39.9 %		
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	73.3 %	1877	1877
				Arm 7 Right	20.00	26.7 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	19.0 %	1879	1879
				Arm 8 Ahead	Inf	81.0 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	16.2 %	1885	1885
				Arm 7 Ahead	Inf	83.8 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'AM')

Stage Sequence Diagram

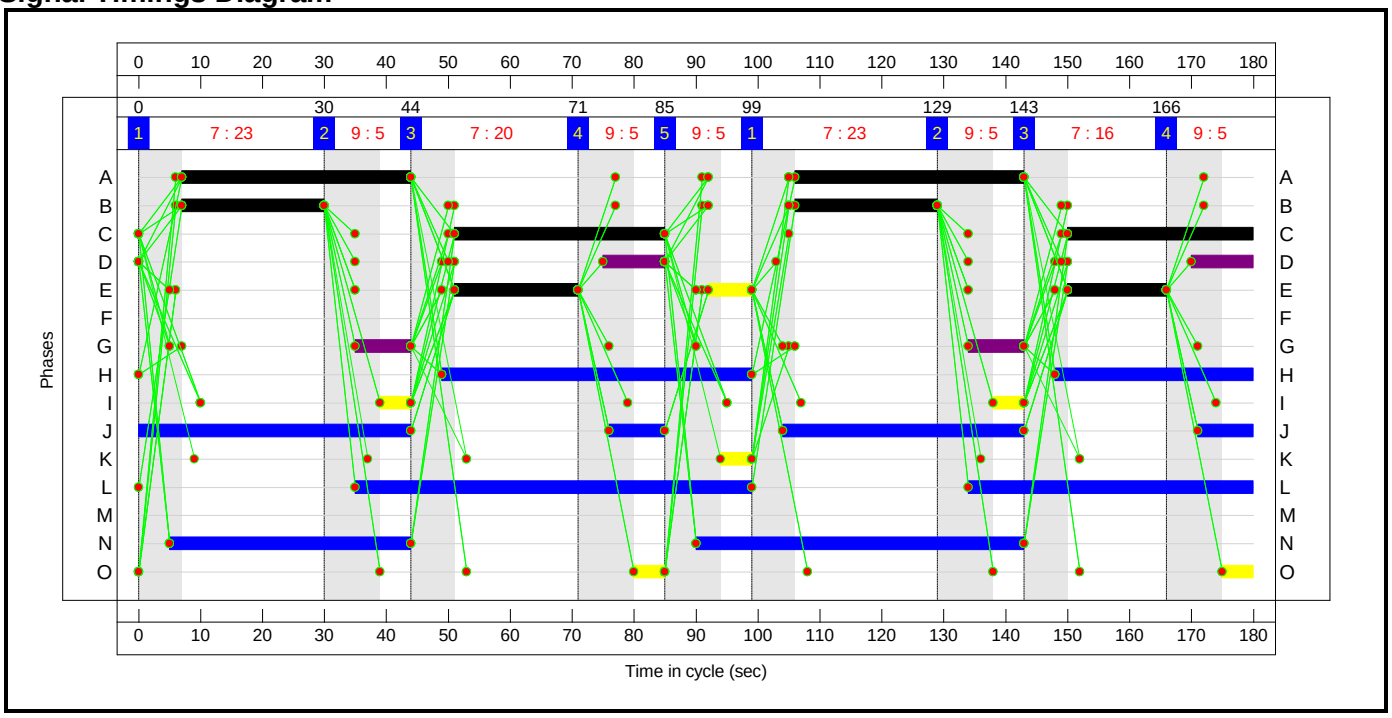


Stage Timings

Stage	1	2	3	4	5	1	2	3	4
Duration	23	5	20	5	5	23	5	16	5
Change Point	0	30	44	71	85	99	129	143	166

Full Input Data And Results

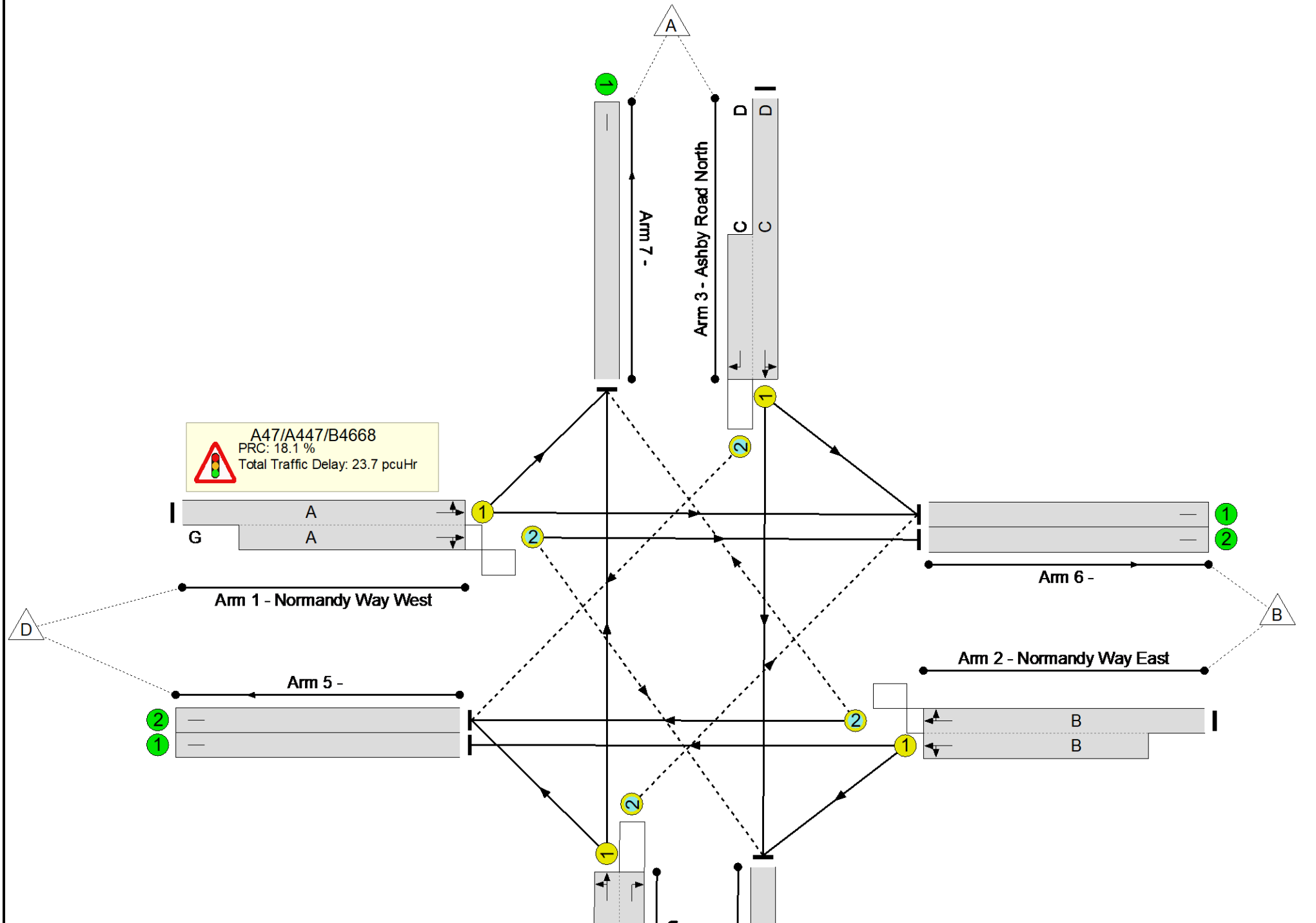
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.2%**
A47/A447/B4668	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.2%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A	G	2	74	18	708	1829:2044	735+818	45.6 : 45.6%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		2	46	-	763	1900:1867	507+498	76.0 : 75.9%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	2	64	20:20	625	1878:1781	409+411	76.2 : 76.2%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		3	43	-	464	1843:1781	446+170	75.3 : 75.3%
5/1		U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	790	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%

Full Input Data And Results

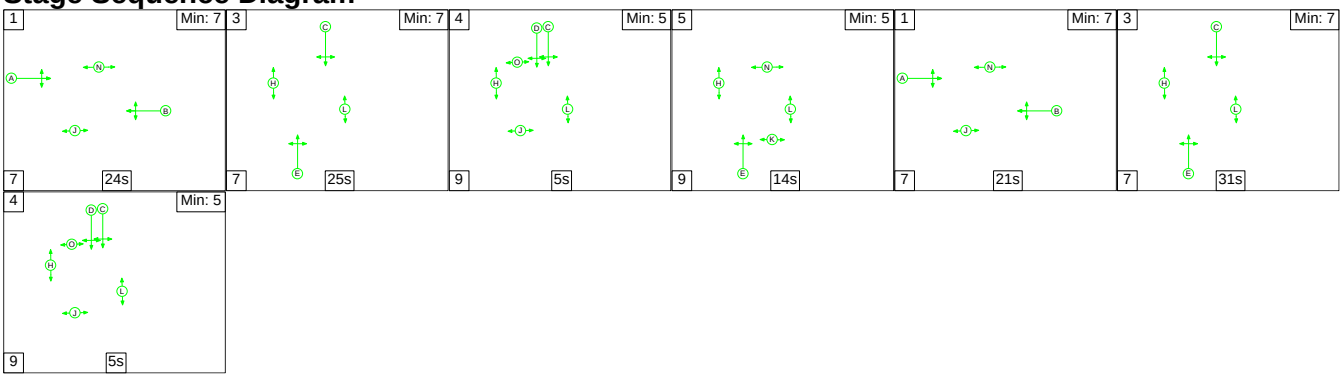
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road Junction	**-**	**-**	**251**	**260**	**22**	**17.5**	**5.1**	**1.1**	**23.7**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**251**	**260**	**22**	**17.5**	**5.1**	**1.1**	**23.7**	**-**	**-**	**-**	**-**
1/1+1/2	708	708	30	20	2	3.7	0.4	0.2	4.3	21.8	7.7	0.4	8.1
2/2+2/1	763	763	40	0	0	6.6	1.6	0.1	8.2	38.6	10.1	1.6	11.6
3/1+3/2	625	625	74	222	17	4.3	1.6	0.6	6.4	37.1	7.7	1.6	9.3
4/1+4/2	464	464	108	18	2	3.0	1.5	0.3	4.8	37.1	7.3	1.5	8.8
5/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 18.1 Total Delay for Signalled Lanes (pcuHr): 23.71 Cycle Time (s): 180
PRC Over All Lanes (%): 18.1 Total Delay Over All Lanes(pcuHr): 23.71

Full Input Data And Results

Scenario 2: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 2: 'PM')

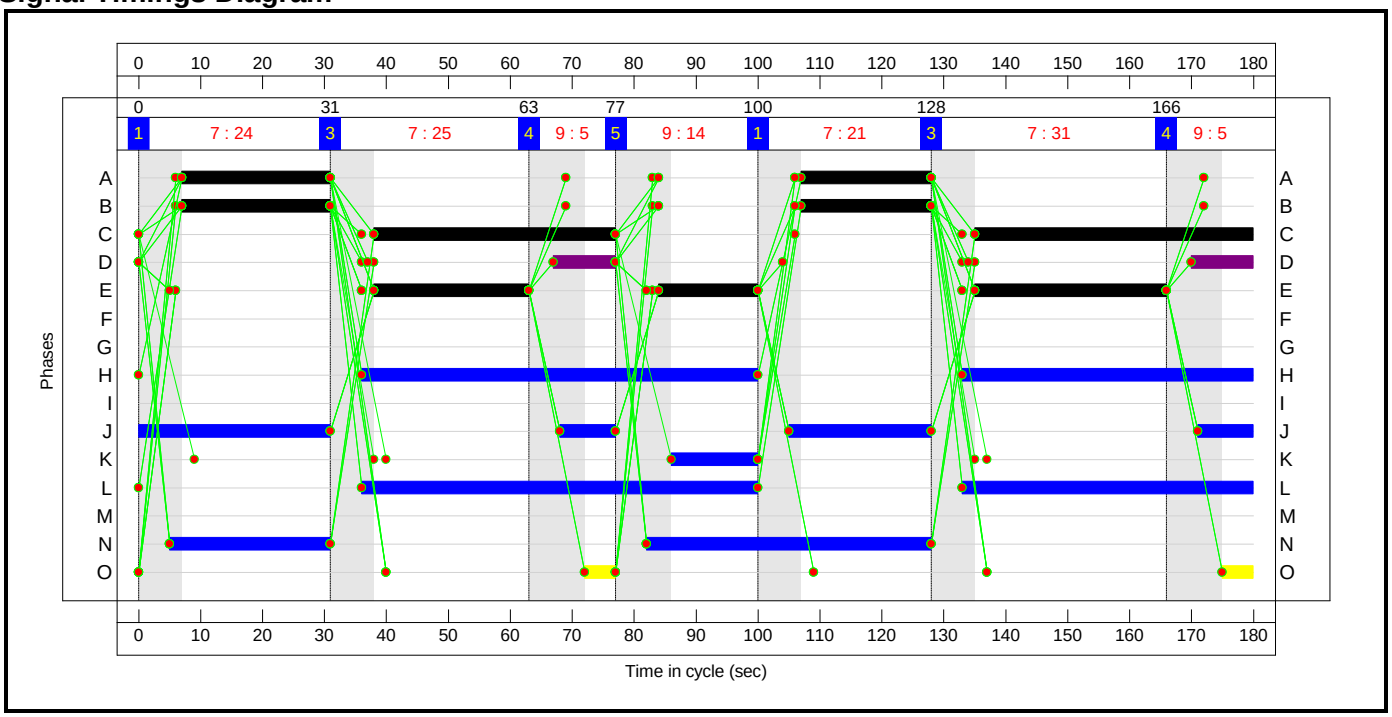
Stage Sequence Diagram



Stage Timings

Stage	1	3	4	5	1	3	4
Duration	24	25	5	14	21	31	5
Change Point	0	31	63	77	100	128	166

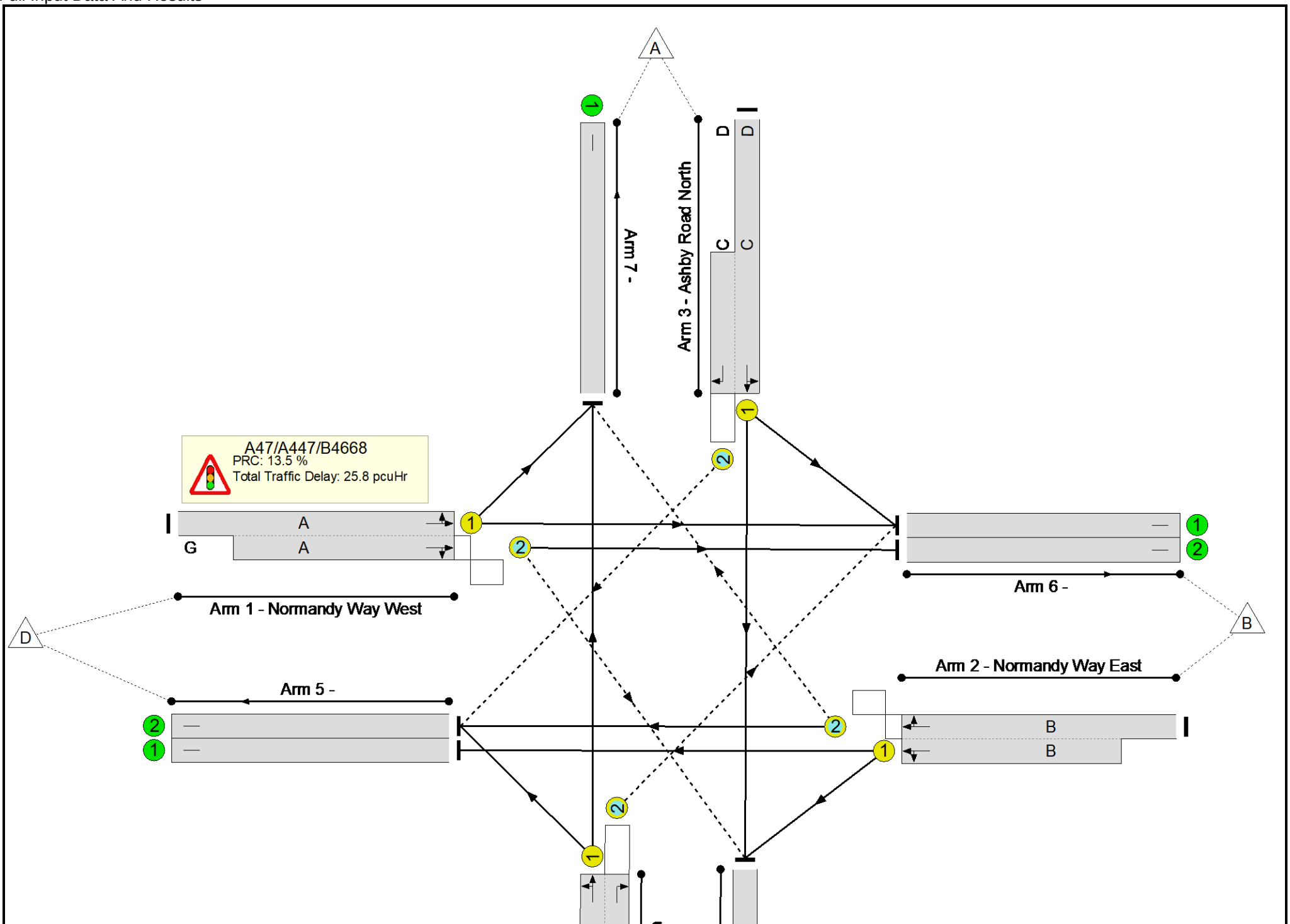
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.3%**
A47/A447/B4668	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.3%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A	G	2	45	0	781	1804:2043	471+522	77.9 : 79.3%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		2	45	-	718	1899:1827	496+475	73.8 : 74.2%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	2	84	20:20	565	1894:1781	712+390	51.2 : 51.2%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		3	72	-	737	1871:1781	718+212	79.2 : 79.2%
5/1		U	N/A	N/A	-		-	-	-	182	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road Junction	**-**	**-**	**272**	**144**	**52**	**18.8**	**5.6**	**1.4**	**25.8**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**272**	**144**	**52**	**18.8**	**5.6**	**1.4**	**25.8**	**-**	**-**	**-**	**-**
1/1+1/2	781	781	36	0	23	6.8	1.8	0.2	8.8	40.4	10.8	1.8	12.6
2/2+2/1	718	718	23	0	19	6.2	1.4	0.1	7.7	38.7	9.4	1.4	10.8
3/1+3/2	565	565	81	112	7	2.5	0.5	0.8	3.8	24.3	7.1	0.5	7.6
4/1+4/2	737	737	133	32	3	3.3	1.9	0.3	5.5	26.7	13.2	1.9	15.1
5/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 13.5
PRC Over All Lanes (%): 13.5

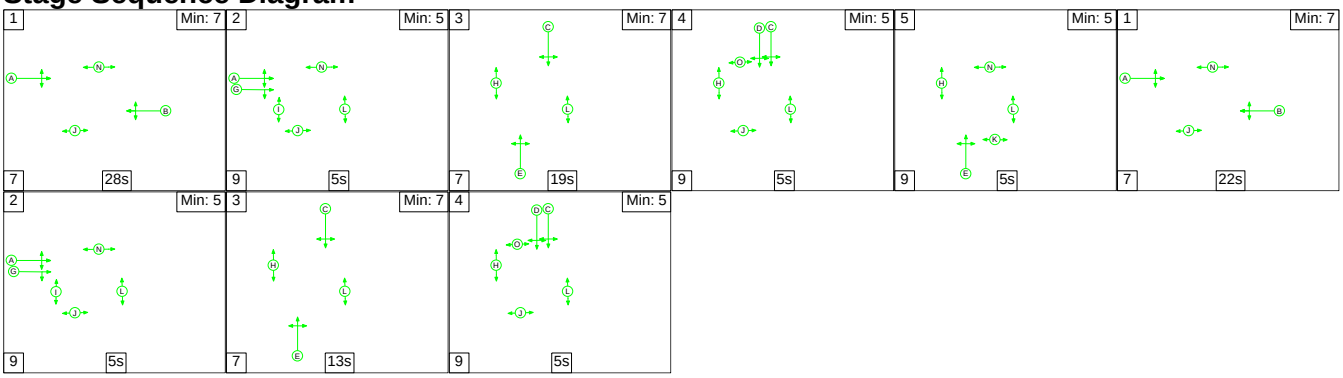
Total Delay for Signalled Lanes (pcuHr): 25.76
Total Delay Over All Lanes(pcuHr): 25.76

Cycle Time (s): 180

Full Input Data And Results

Scenario 3: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'AM')

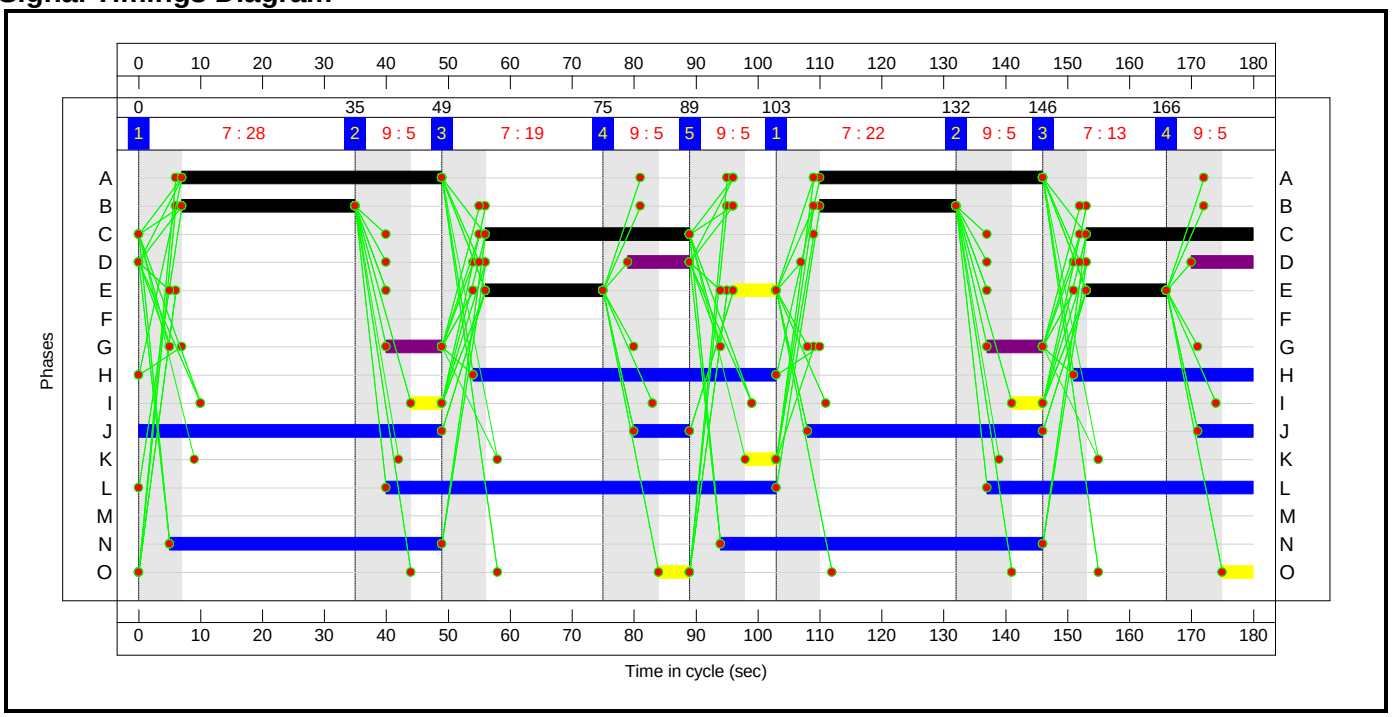
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	1	2	3	4
Duration	28	5	19	5	5	22	5	13	5
Change Point	0	35	49	75	89	103	132	146	166

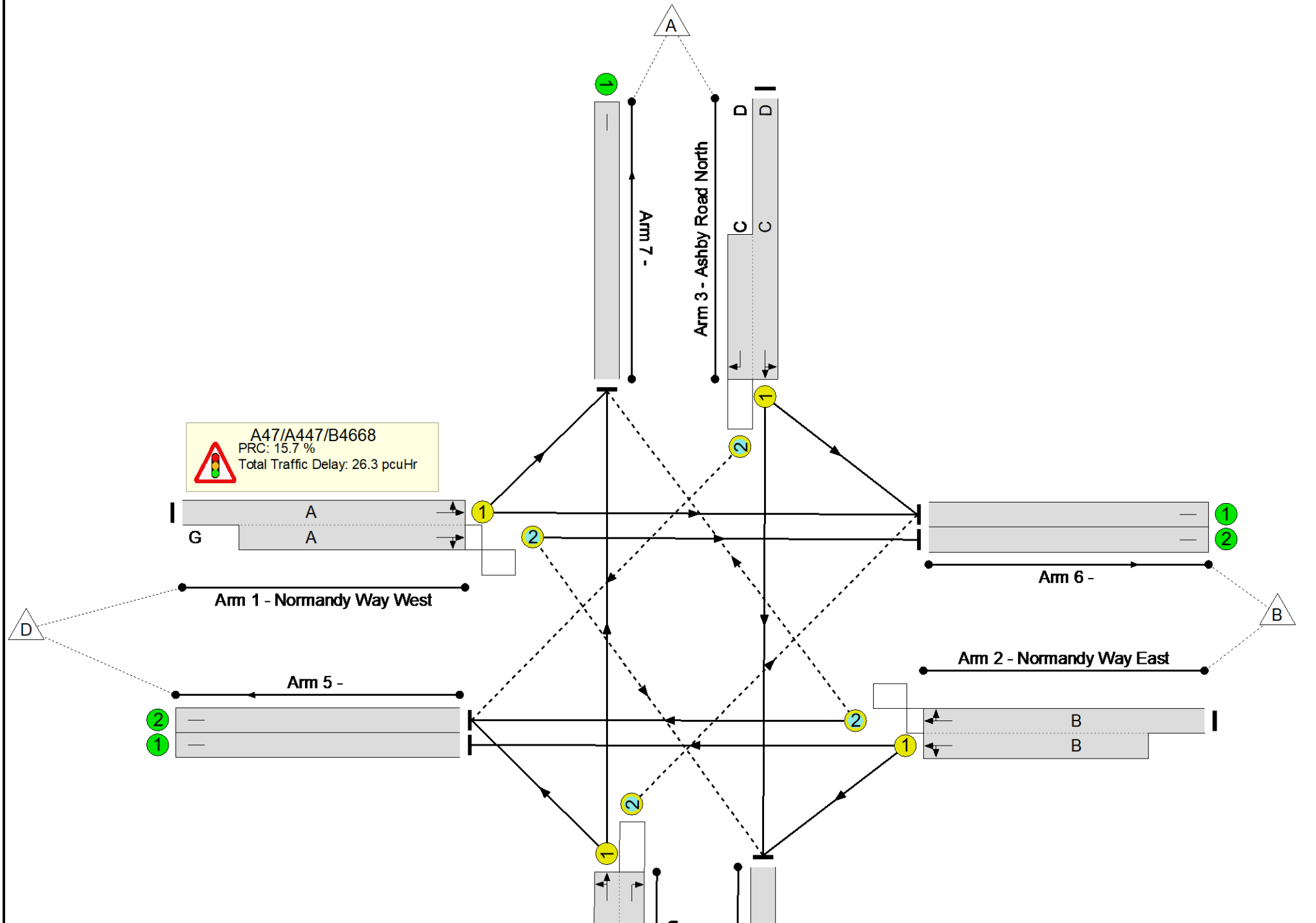
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.8%**
A47/A447/B4668	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.8%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A	G	2	78	18	840	1834:2041	756+840	52.6 : 52.6%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		2	50	-	837	1900:1858	549+537	77.1 : 77.1%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	2	60	20:20	702	1873:1781	528+388	76.3 : 77.1%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		3	39	-	441	1845:1781	415+152	77.8 : 77.8%
5/1		U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	799	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	507	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: A47/Ashby Road Junction	**-**	**-**	**221**	**288**	**22**	**19.4**	**5.5**	**1.3**	**26.3**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**221**	**288**	**22**	**19.4**	**5.5**	**1.3**	**26.3**	**-**	**-**	**-**	**-**
1/1+1/2	840	840	26	40	2	4.3	0.6	0.2	5.1	21.7	9.3	0.6	9.9
2/2+2/1	837	837	45	0	1	7.0	1.7	0.1	8.7	37.6	11.2	1.7	12.8
3/1+3/2	702	702	51	231	17	5.1	1.6	0.5	7.3	37.4	9.1	1.6	10.7
4/1+4/2	441	441	100	16	2	3.0	1.7	0.4	5.2	42.2	7.4	1.7	9.2
5/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	799	799	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 15.7
PRC Over All Lanes (%): 15.7

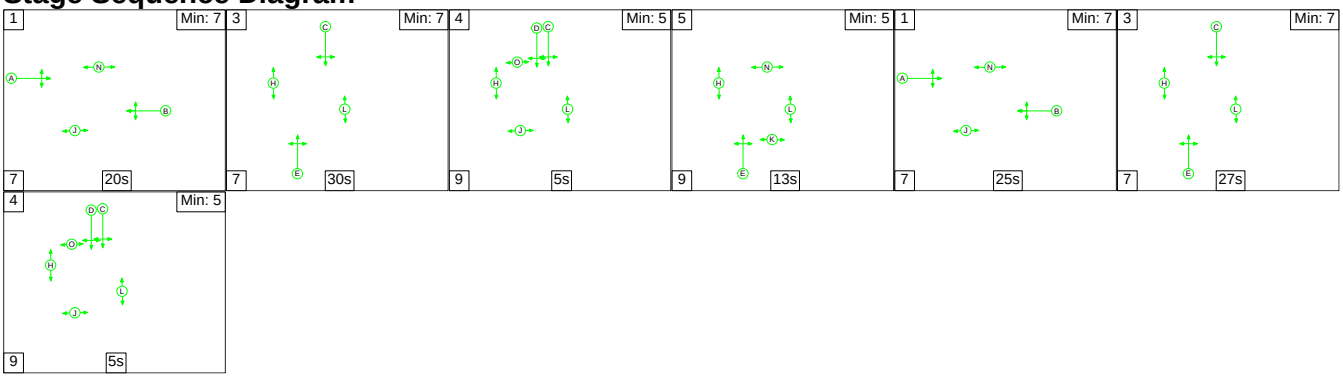
Total Delay for Signalled Lanes (pcuHr): 26.26
Total Delay Over All Lanes(pcuHr): 26.26

Cycle Time (s): 180

Full Input Data And Results

Scenario 4: '2026 WD PM' (FG8: '2026 WD PM', Plan 2: 'PM')

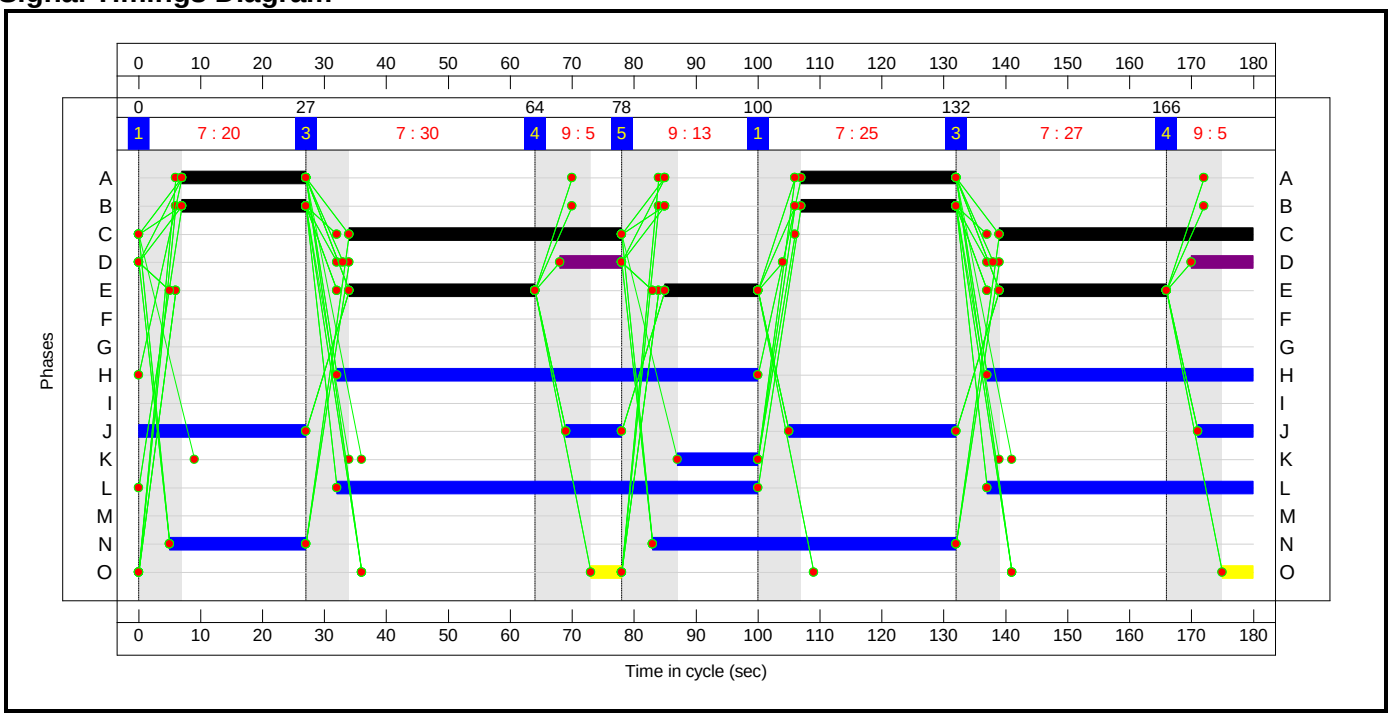
Stage Sequence Diagram



Stage Timings

Stage	1	3	4	5	1	3	4
Duration	20	30	5	13	25	27	5
Change Point	0	27	64	78	100	132	166

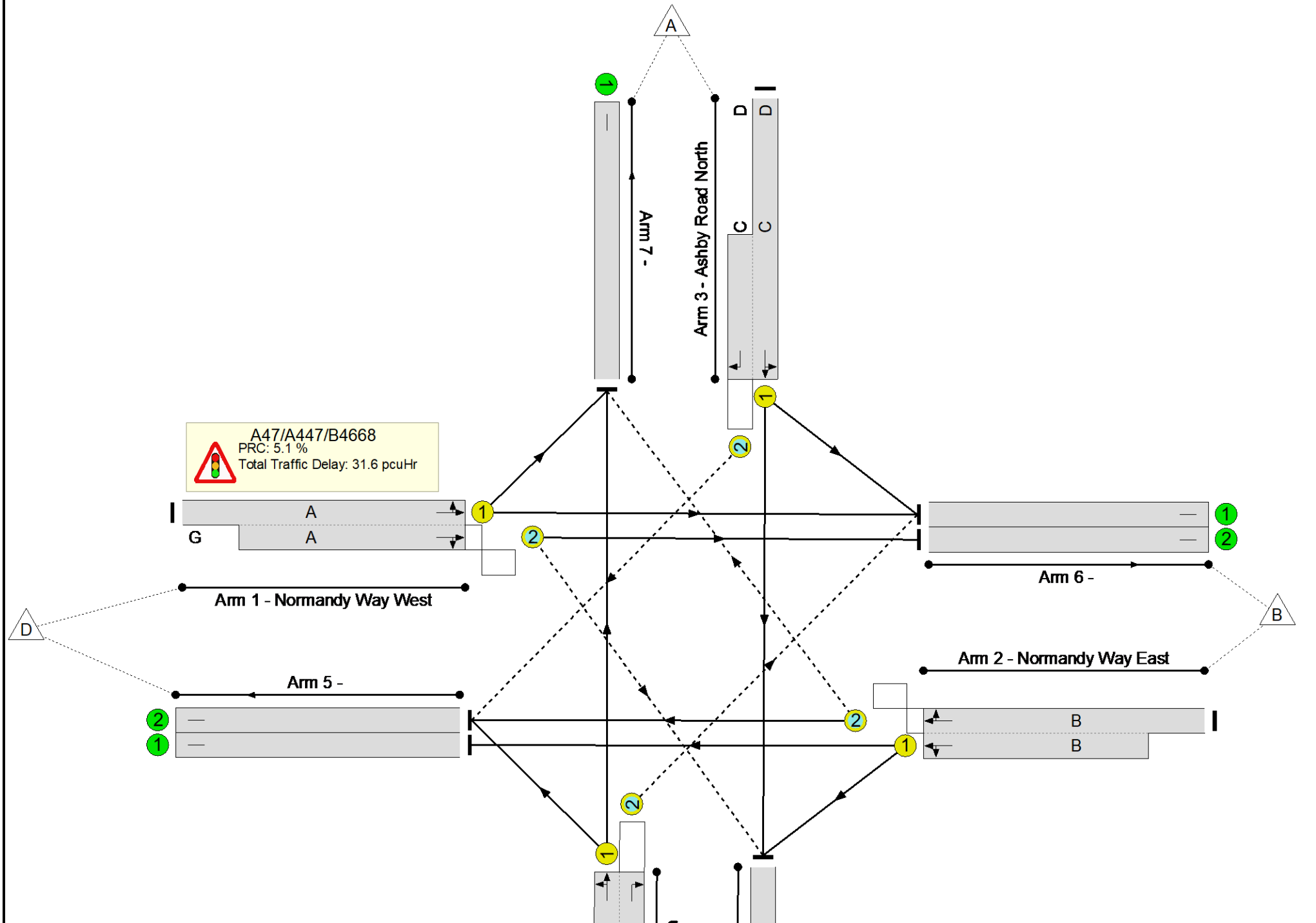
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.6%**
A47/A447/B4668	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.6%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A	G	2	45	0	857	1812:2045	473+530	85.2 : 85.6%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		2	45	-	784	1890:1830	471+478	84.5 : 80.8%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	2	85	20:20	607	1880:1781	732+360	55.6 : 55.6%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		3	72	-	801	1870:1781	713+223	85.6 : 85.6%
5/1		U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	442	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%

Full Input Data And Results

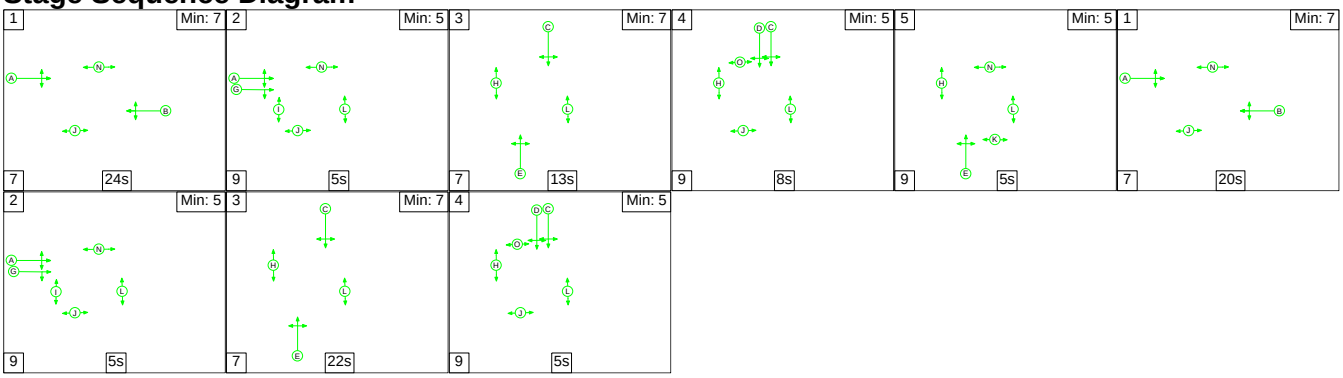
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road Junction	**-**	**-**	**248**	**172**	**98**	**21.2**	**8.6**	**1.8**	**31.6**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**248**	**172**	**98**	**21.2**	**8.6**	**1.8**	**31.6**	**-**	**-**	**-**	**-**
1/1+1/2	857	857	25	0	33	7.8	2.8	0.2	10.8	45.4	12.7	2.8	15.6
2/2+2/1	784	784	14	0	55	7.0	2.3	0.3	9.6	44.1	11.1	2.3	13.4
3/1+3/2	607	607	57	137	7	2.9	0.6	0.8	4.3	25.7	8.6	0.6	9.2
4/1+4/2	801	801	153	35	3	3.6	2.8	0.4	6.9	30.8	13.7	2.8	16.6
5/1	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 5.1 Total Delay for Signalled Lanes (pcuHr): 31.60 Cycle Time (s): 180
PRC Over All Lanes (%): 5.1 Total Delay Over All Lanes(pcuHr): 31.60

Full Input Data And Results

Scenario 5: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'AM')

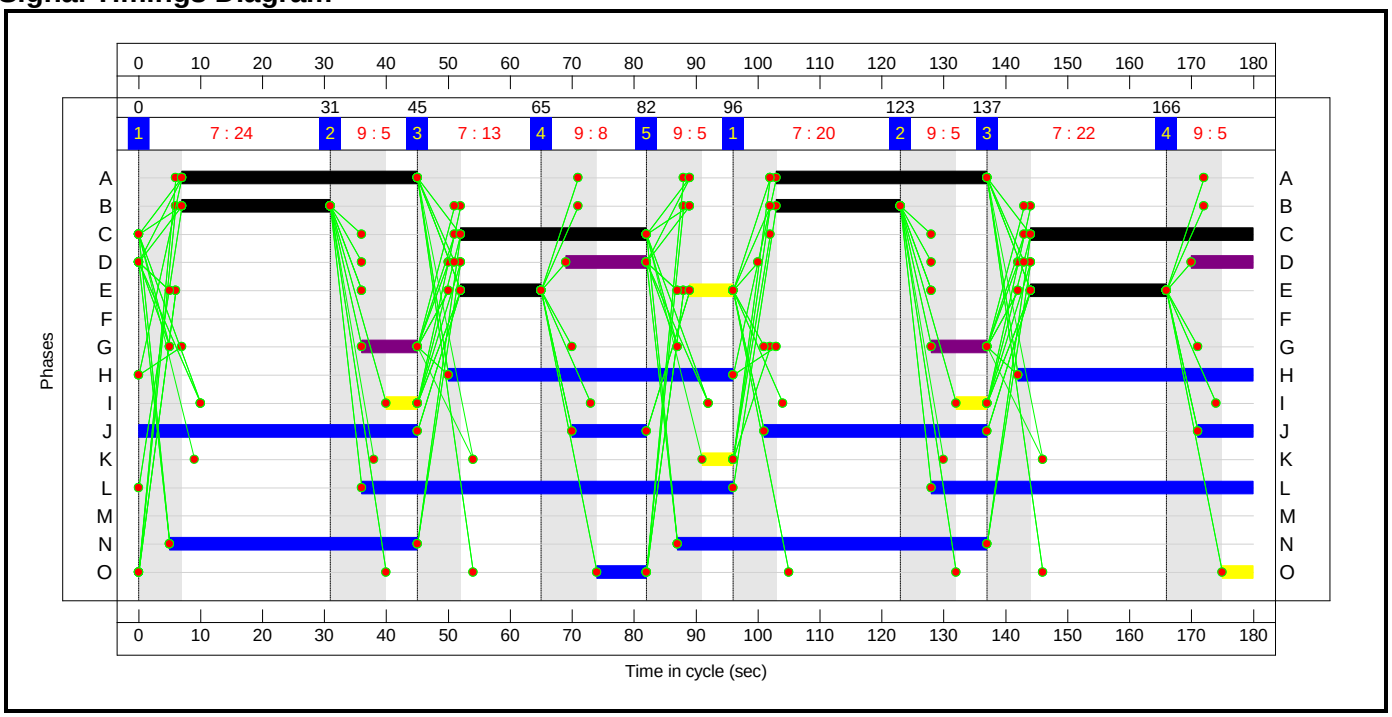
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	1	2	3	4
Duration	24	5	13	8	5	20	5	22	5
Change Point	0	31	45	65	82	96	123	137	166

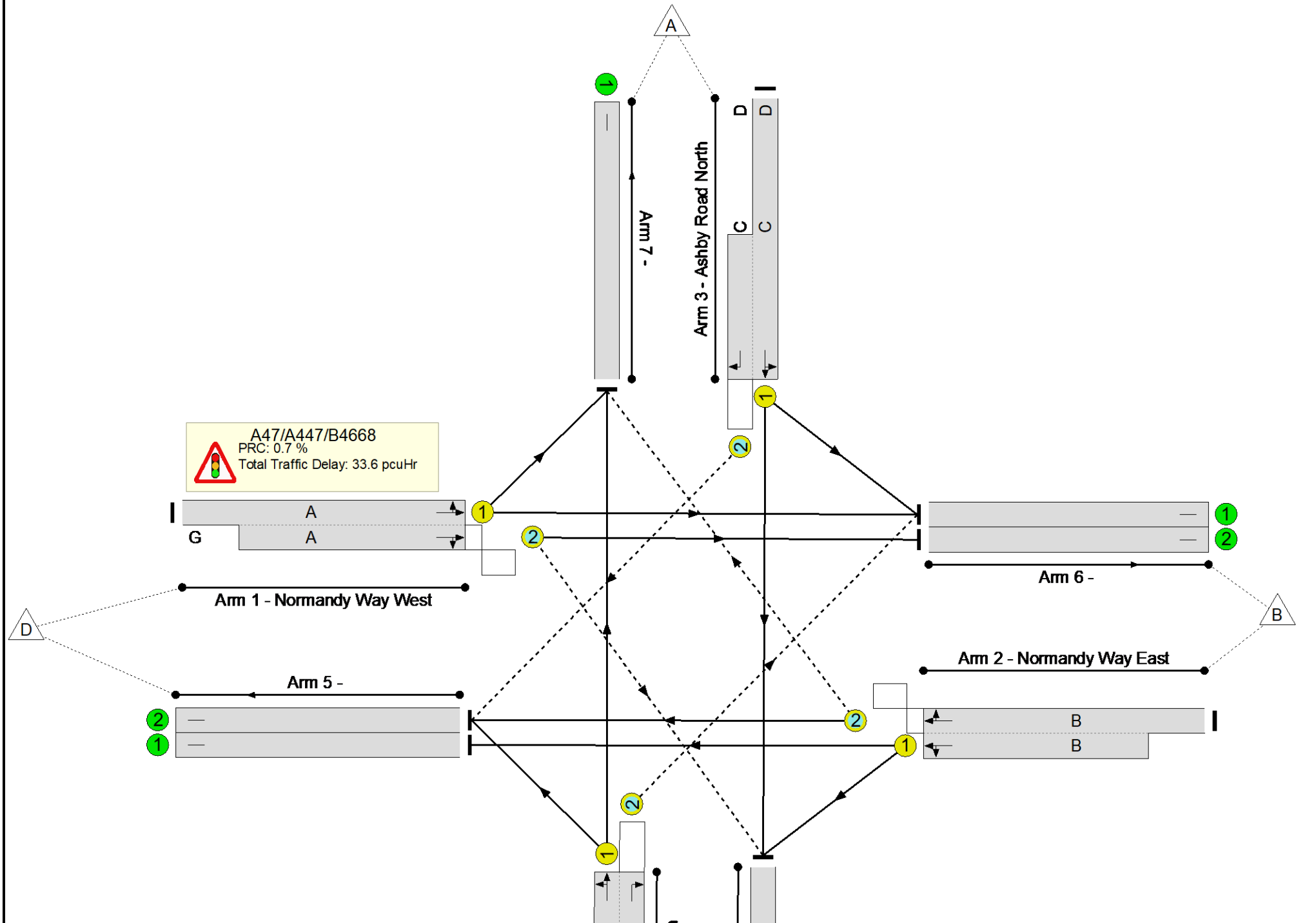
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.4%**
A47/A447/B4668	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.4%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A	G	2	72	18	816	1819:2039	667+747	57.7 : 57.7%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		2	44	-	856	1900:1848	486+472	89.4 : 89.4%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	2	66	23:23	861	1888:1781	568+405	88.5 : 88.5%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		3	42	-	487	1854:1781	439+153	82.1 : 82.1%
5/1		U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	379	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%

Full Input Data And Results

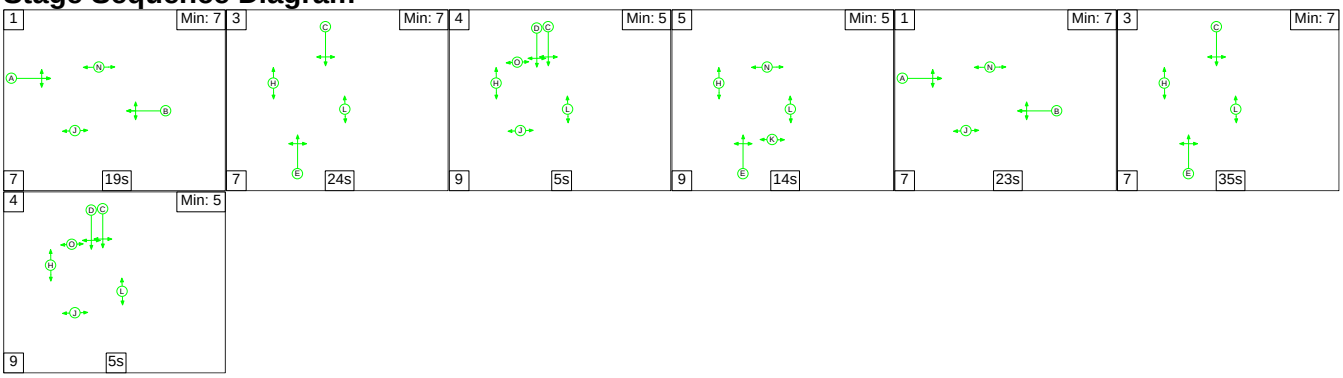
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road Junction	**-**	**-**	**228**	**346**	**31**	**21.7**	**10.4**	**1.6**	**33.6**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**228**	**346**	**31**	**21.7**	**10.4**	**1.6**	**33.6**	**-**	**-**	**-**	**-**
1/1+1/2	816	816	12	59	2	4.5	0.7	0.2	5.4	24.0	8.6	0.7	9.3
2/2+2/1	856	856	45	0	2	7.7	3.9	0.1	11.7	49.4	11.1	3.9	15.0
3/1+3/2	861	861	66	267	24	6.2	3.6	0.6	10.4	43.4	15.1	3.6	18.7
4/1+4/2	487	487	104	20	2	3.3	2.2	0.6	6.1	45.0	8.3	2.2	10.5
5/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	863	863	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.7 Total Delay for Signalled Lanes (pcuHr): 33.63 Cycle Time (s): 180
PRC Over All Lanes (%): 0.7 Total Delay Over All Lanes(pcuHr): 33.63

Full Input Data And Results

Scenario 6: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 2: 'PM')

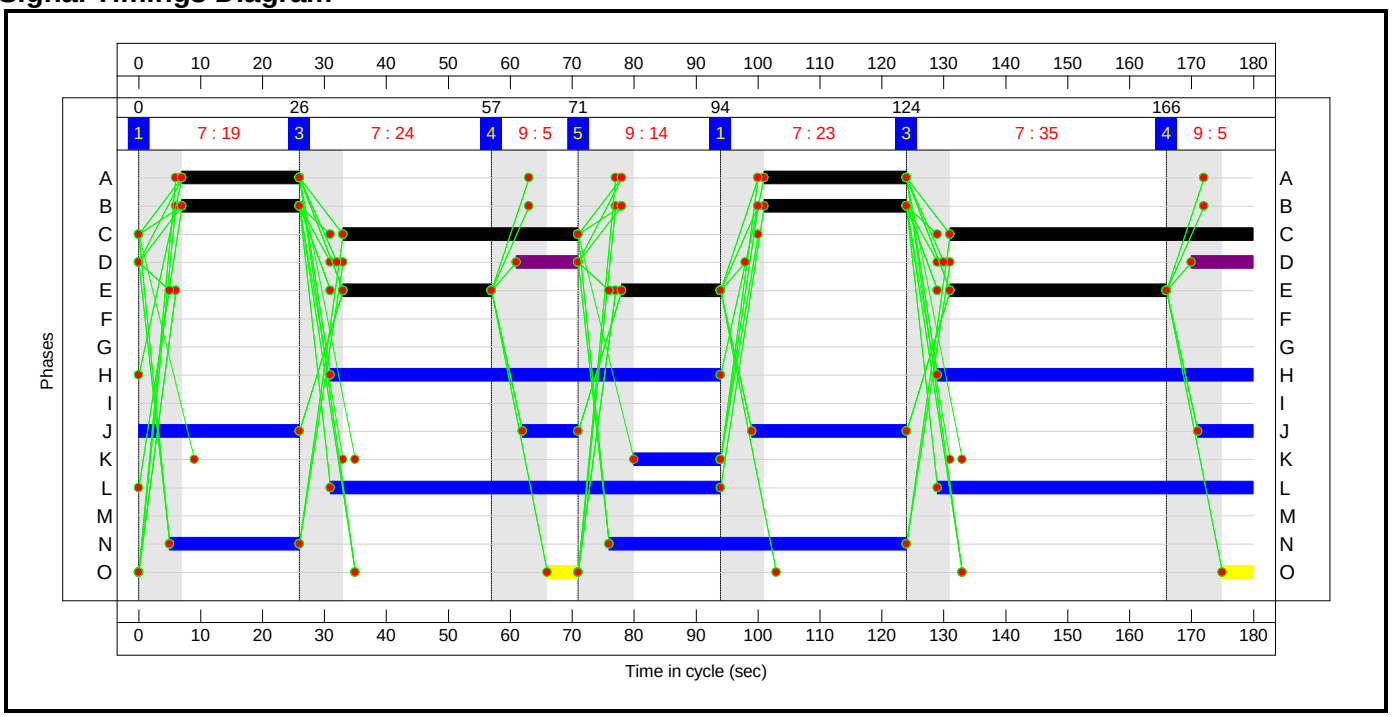
Stage Sequence Diagram



Stage Timings

Stage	1	3	4	5	1	3	4
Duration	19	24	5	14	23	35	5
Change Point	0	26	57	71	94	124	166

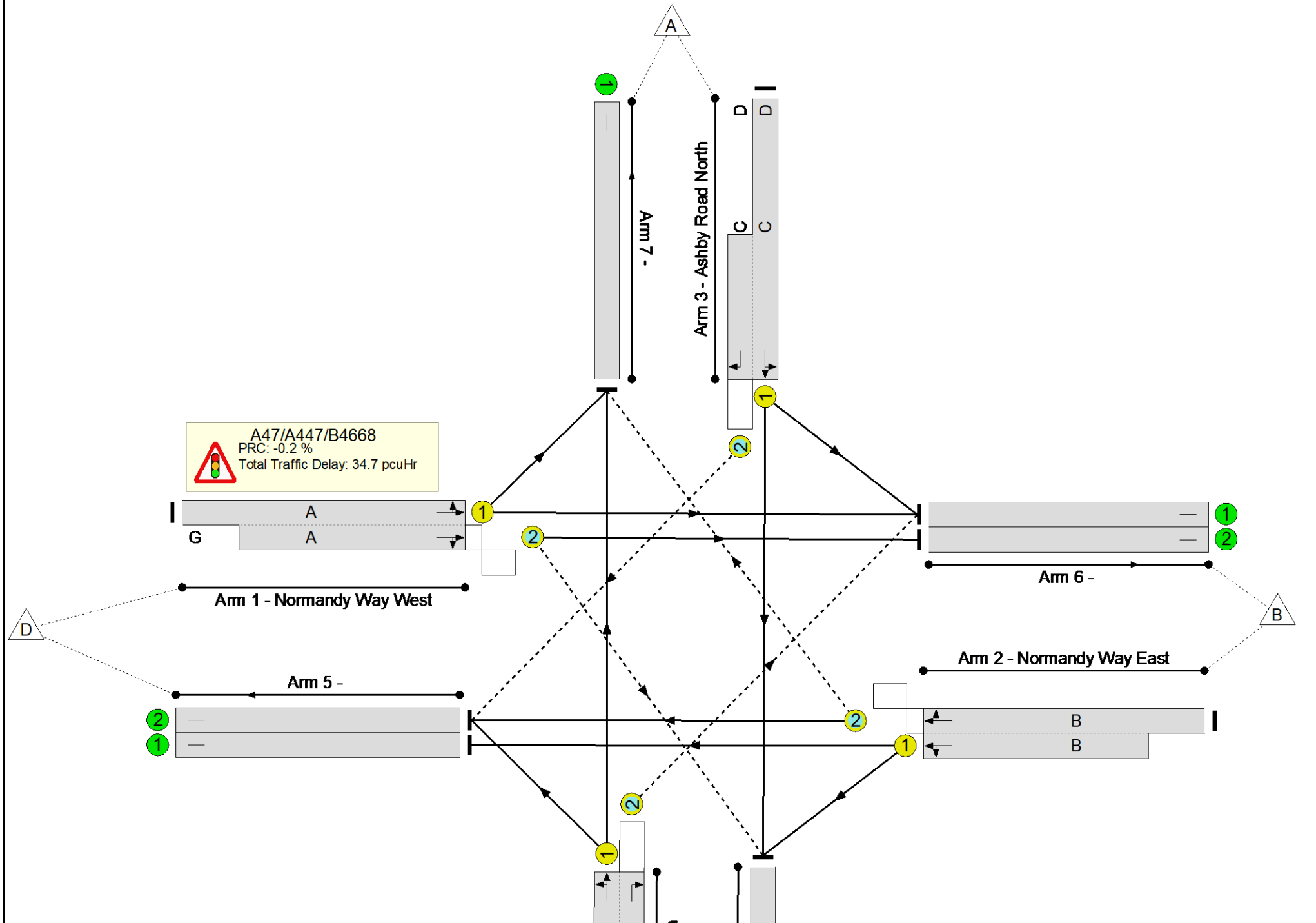
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.2%**
A47/A447/B4668	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.2%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A	G	2	42	0	836	1797:2047	439+494	89.5 : 89.6%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		2	42	-	746	1893:1821	463+445	82.1 : 82.2%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	2	87	20:20	670	1891:1781	749+361	60.3 : 60.3%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		3	75	-	873	1883:1781	741+227	90.2 : 90.2%
5/1		U	N/A	N/A	-		-	-	-	178	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	652	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	871	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	634	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: A47/Ashby Road Junction	**-**	**-**	**237**	**203**	**94**	**21.7**	**11.2**	**1.8**	**34.7**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**237**	**203**	**94**	**21.7**	**11.2**	**1.8**	**34.7**	**-**	**-**	**-**	**-**
1/1+1/2	836	836	24	0	27	7.7	4.0	0.2	11.8	50.9	11.6	4.0	15.5
2/2+2/1	746	746	4	0	56	6.7	2.2	0.2	9.2	44.3	9.7	2.2	12.0
3/1+3/2	670	670	55	155	7	3.2	0.8	0.9	4.9	26.1	10.2	0.8	10.9
4/1+4/2	873	873	154	48	3	4.1	4.2	0.5	8.9	36.5	16.0	4.2	20.2
5/1	178	178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	871	871	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -0.2
PRC Over All Lanes (%): -0.2

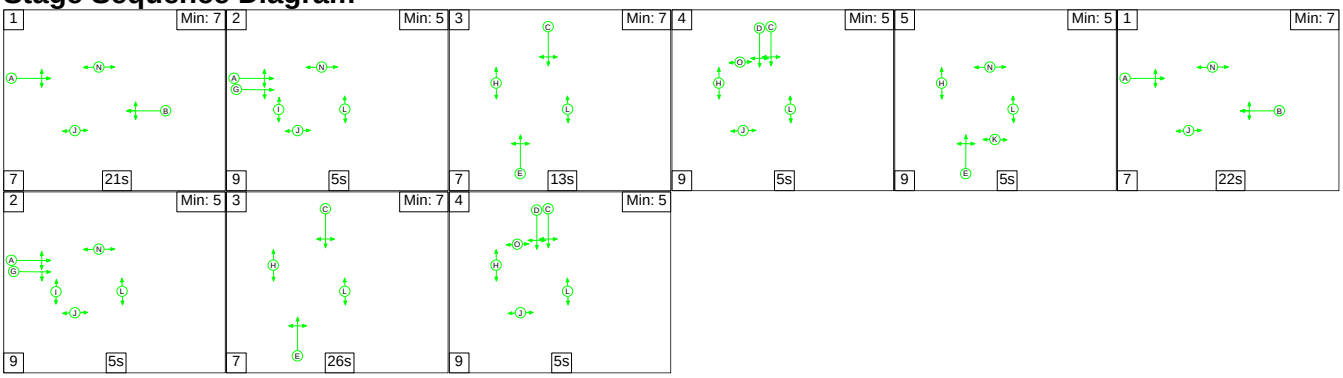
Total Delay for Signalled Lanes (pcuHr): 34.71
Total Delay Over All Lanes(pcuHr): 34.71

Cycle Time (s): 180

Full Input Data And Results

Scenario 7: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'AM')

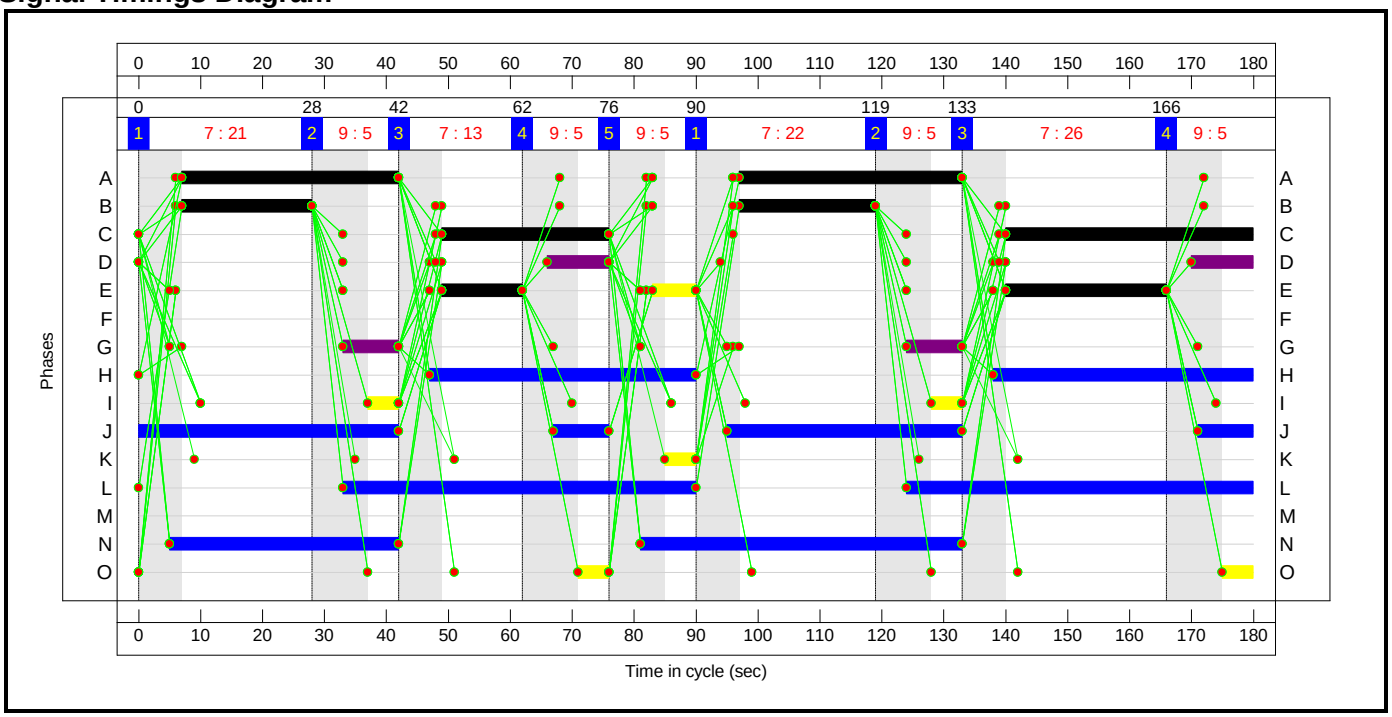
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	1	2	3	4
Duration	21	5	13	5	5	22	5	26	5
Change Point	0	28	42	62	76	90	119	133	166

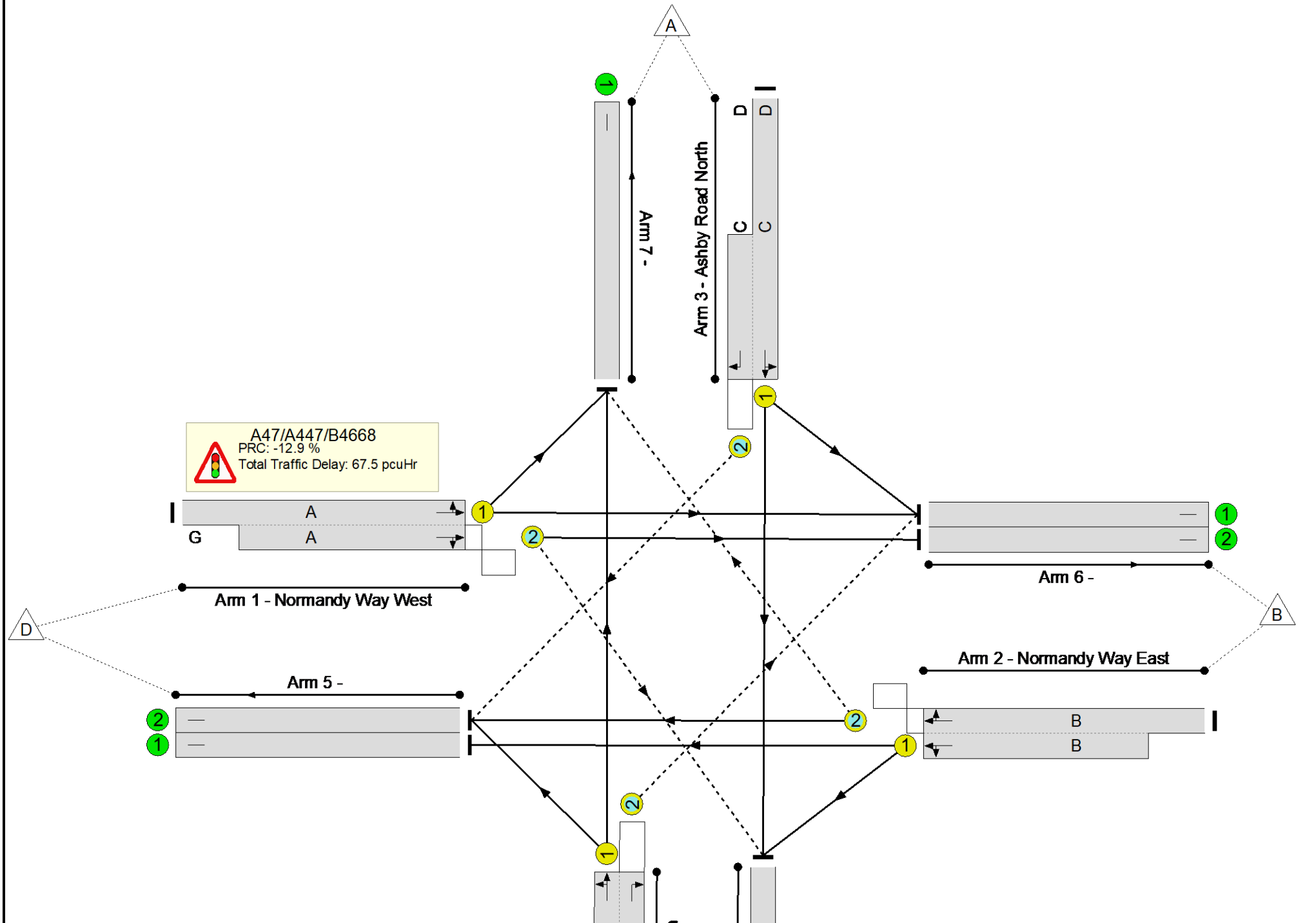
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.6%**
A47/A447/B4668	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.6%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A	G	2	71	18	909	1824:2033	568+630	75.9 : 75.9%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		2	43	-	937	1898:1835	474+459	100.3 : 100.5%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	2	67	20:20	940	1883:1781	599+326	101.6 : 101.6%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		3	46	-	491	1854:1781	471+152	78.7 : 78.7%
5/1		U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	873	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	379	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	806	Inf	Inf	0.0%

Full Input Data And Results

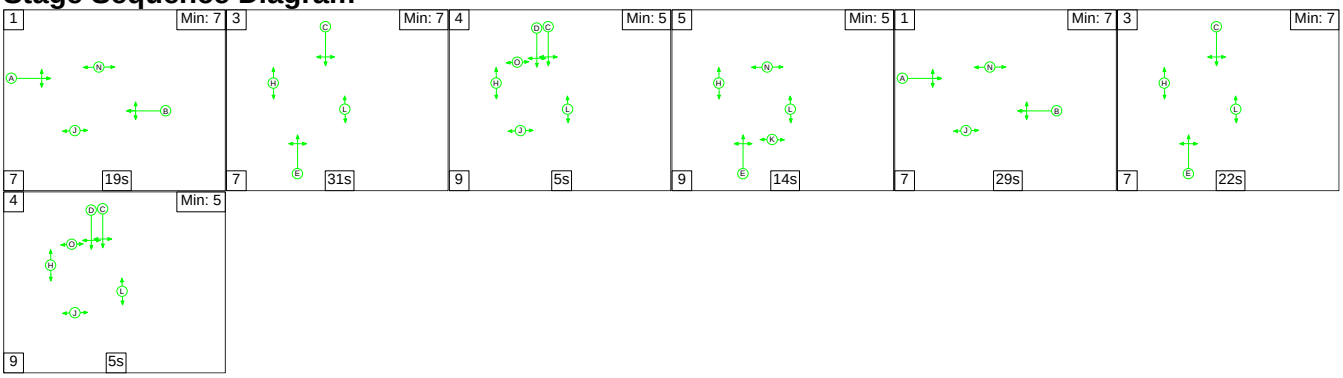
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road Junction	**-**	**-**	**158**	**327**	**115**	**26.3**	**39.2**	**1.9**	**67.5**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**158**	**327**	**115**	**26.3**	**39.2**	**1.9**	**67.5**	**-**	**-**	**-**	**-**
1/1+1/2	909	909	0	96	3	5.3	1.6	0.3	7.1	28.3	9.3	1.6	10.9
2/2+2/1	937	931	51	0	5	9.3	16.3	0.2	25.7	98.9	12.3	16.3	28.5
3/1+3/2	940	925	84	210	31	8.7	19.6	0.6	28.8	110.5	24.5	19.6	44.1
4/1+4/2	491	491	23	21	76	3.1	1.8	0.8	5.7	42.0	8.1	1.8	9.9
5/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	865	865	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -12.9 Total Delay for Signalled Lanes (pcuHr): 67.46 Cycle Time (s): 180
PRC Over All Lanes (%): -12.9 Total Delay Over All Lanes(pcuHr): 67.46

Full Input Data And Results

Scenario 8: '2036 WD PM' (FG14: '2036 WD PM', Plan 2: 'PM')

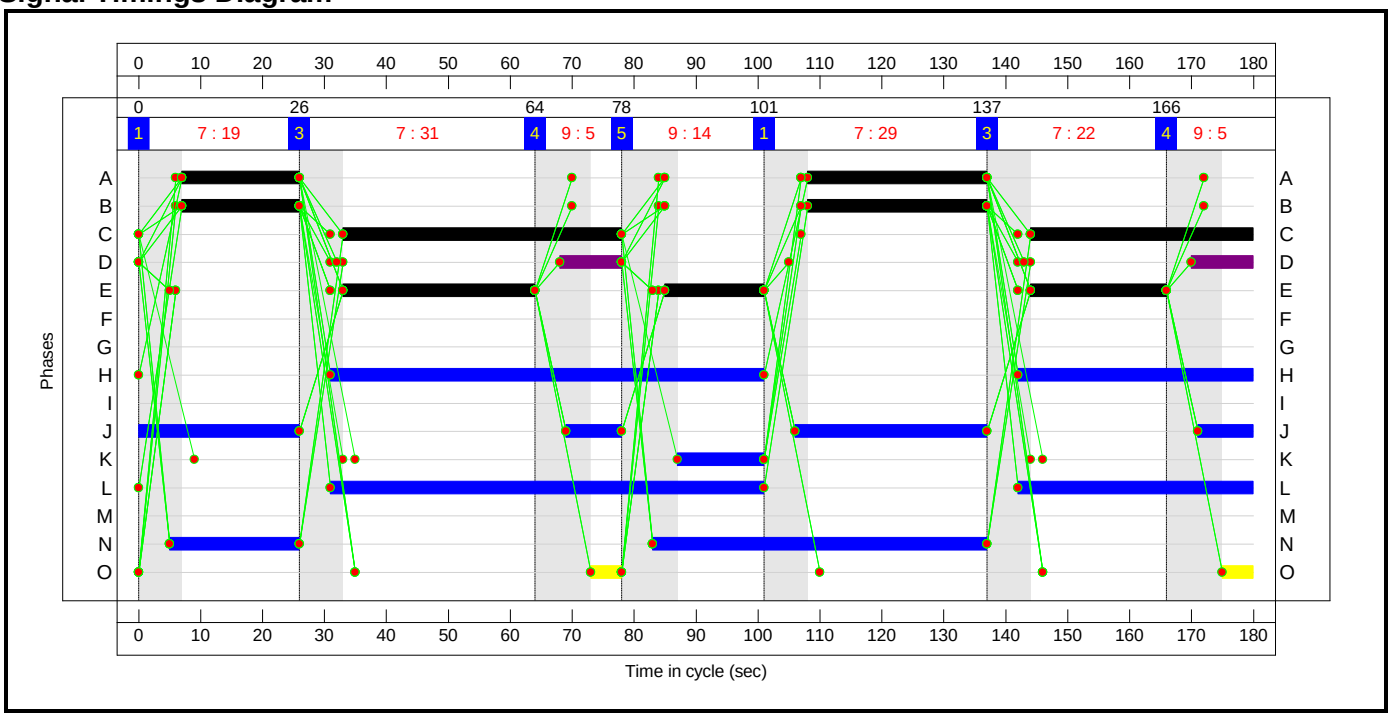
Stage Sequence Diagram



Stage Timings

Stage	1	3	4	5	1	3	4
Duration	19	31	5	14	29	22	5
Change Point	0	26	64	78	101	137	166

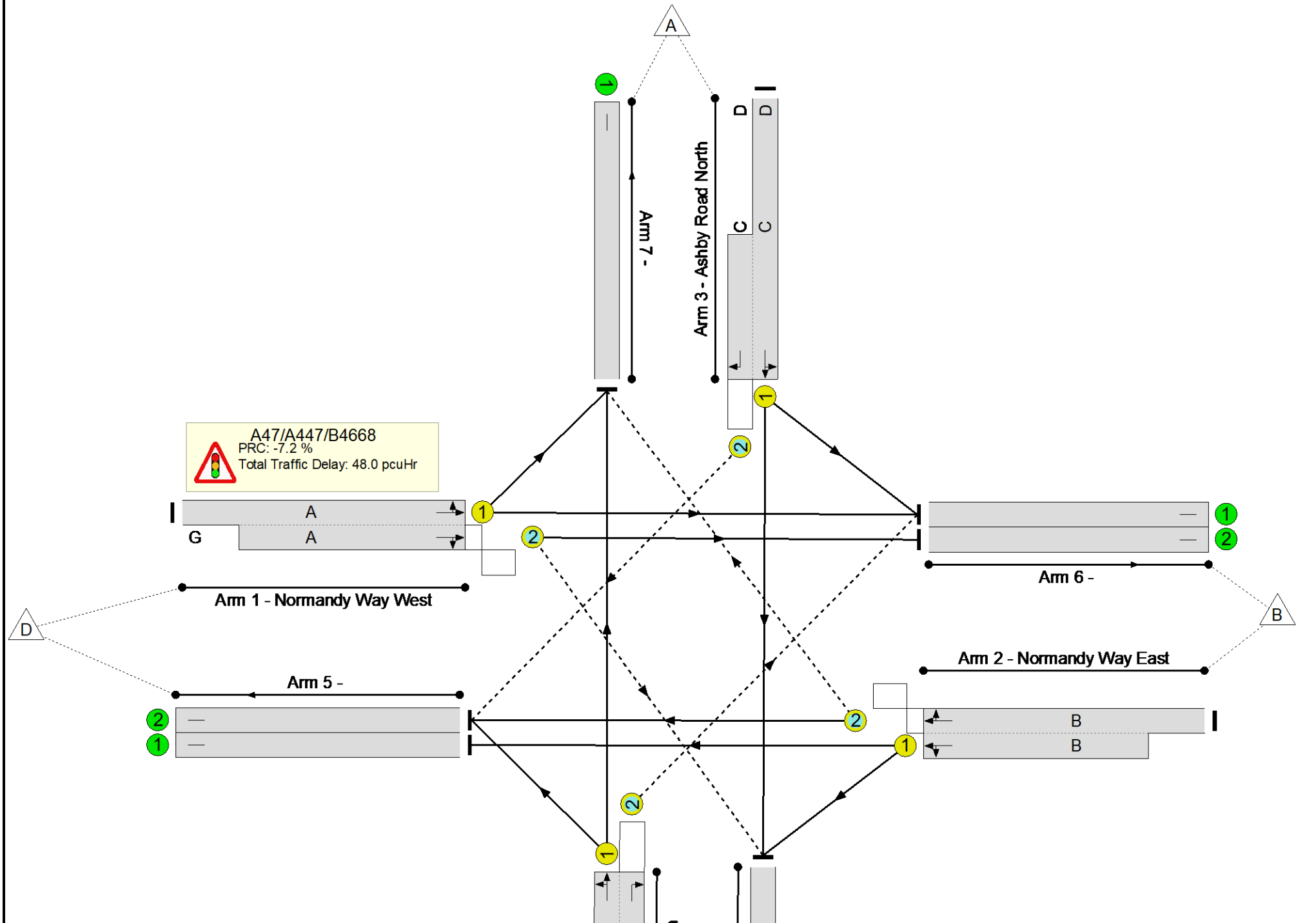
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.5%**
A47/A447/B4668	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.5%**
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A	G	2	48	0	910	1796:2049	499+569	86.2 : 84.3%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		2	48	-	806	1877:1842	352+491	95.8 : 95.5%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	2	81	20:20	713	1879:1781	671+298	72.3 : 76.5%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		3	69	-	861	1885:1781	699+194	96.5 : 96.5%
5/1		U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	430	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	940	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	630	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: A47/Ashby Road Junction	**-**	**-**	**178**	**254**	**123**	**25.3**	**20.7**	**2.1**	**48.0**	**-**	**-**	**-**	**-**
A47/A447/B4668	**-**	**-**	**178**	**254**	**123**	**25.3**	**20.7**	**2.1**	**48.0**	**-**	**-**	**-**	**-**
1/1+1/2	910	910	18	0	32	8.2	2.8	0.2	11.2	44.4	14.0	2.8	16.8
2/2+2/1	806	806	17	0	73	7.9	7.7	0.4	16.0	71.6	14.1	7.7	21.8
3/1+3/2	713	713	0	214	14	4.1	1.4	0.9	6.4	32.2	13.7	1.4	15.1
4/1+4/2	861	861	143	40	3	5.0	8.8	0.6	14.4	60.2	18.3	8.8	27.1
5/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -7.2
PRC Over All Lanes (%): -7.2

Total Delay for Signalled Lanes (pcuHr): 48.02
Total Delay Over All Lanes(pcuHr): 48.02

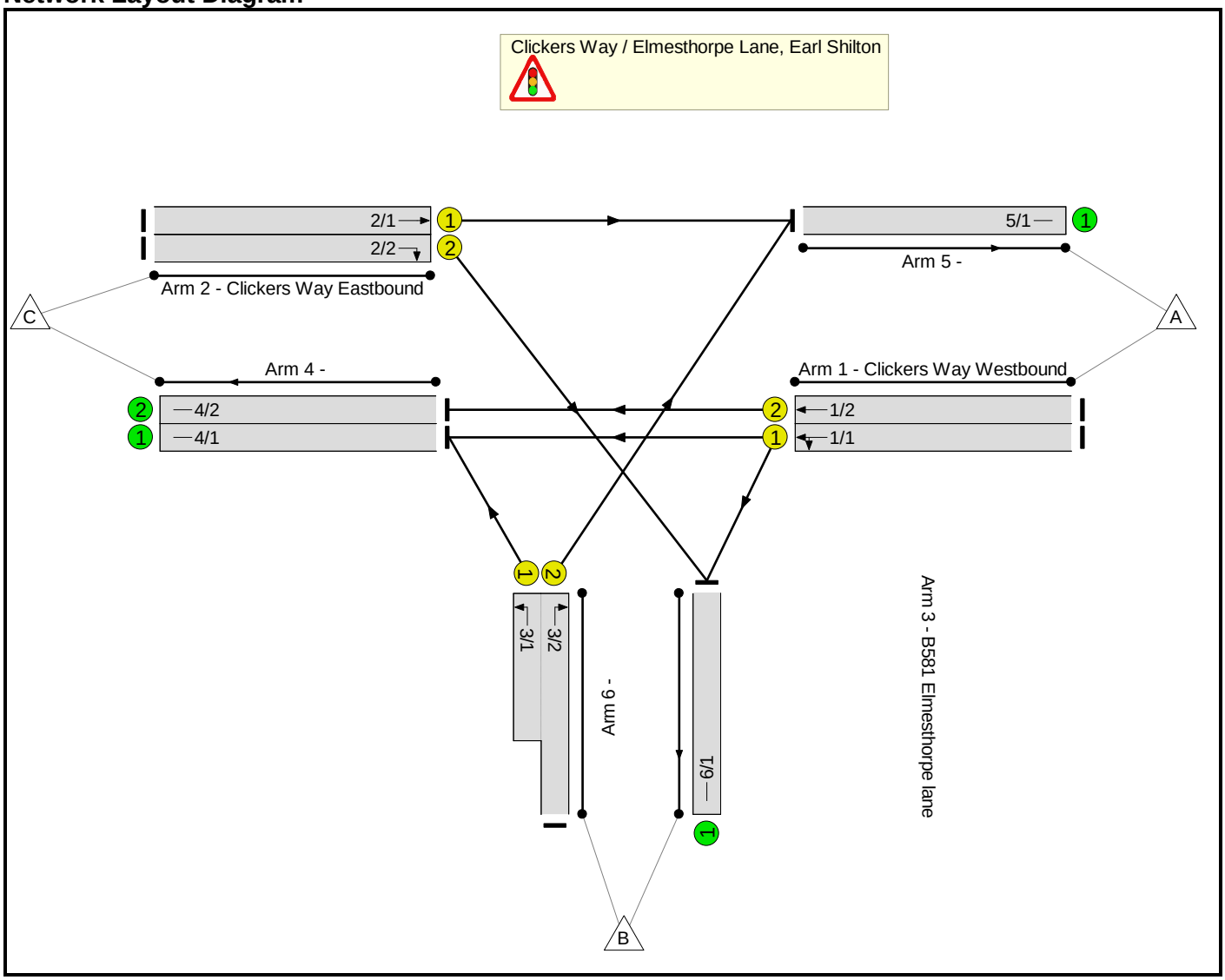
Cycle Time (s): 180

Full Input Data And Results

User and Project Details

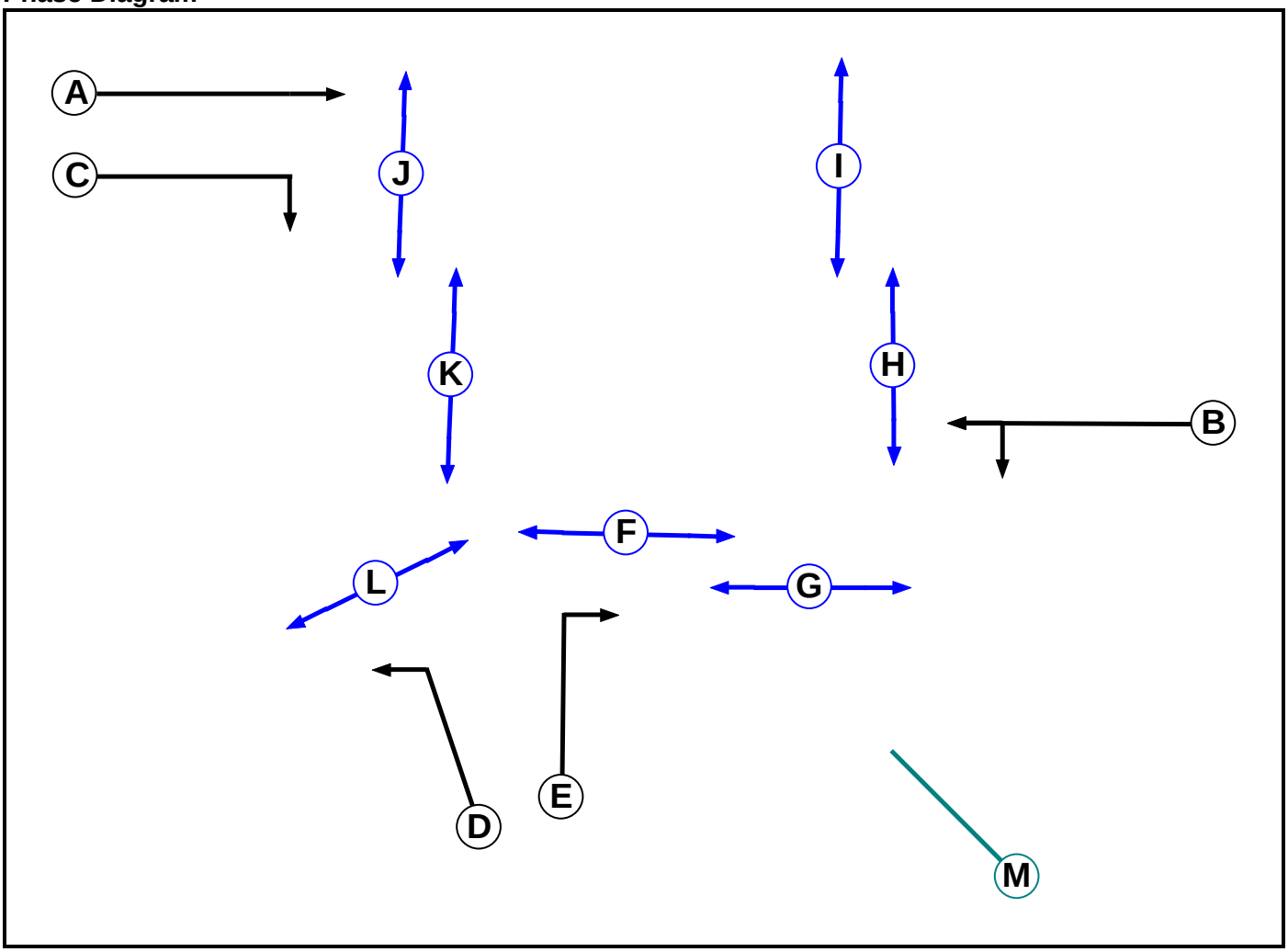
Project:	**Hinckley Rail Freight Interchange**
Title:	**A47 / B581 Station Road**
Location:	Elmsethorpe Earl Shilton
File name:	220520 A47_B581.lsg3x
Author:	AJ Oakes
Company:	BWB Consulting
Address:	Nottingham
Notes:	Measurements and Signal Timings taken from LCC provided drawings of the junction.Junction operates under MOVA control.

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		6	6
G	Pedestrian		9	9
H	Pedestrian		8	8
I	Pedestrian		6	6
J	Pedestrian		8	8
K	Pedestrian		9	9
L	Pedestrian		7	7
M	Dummy		4	4

Phase Intergreens Matrix

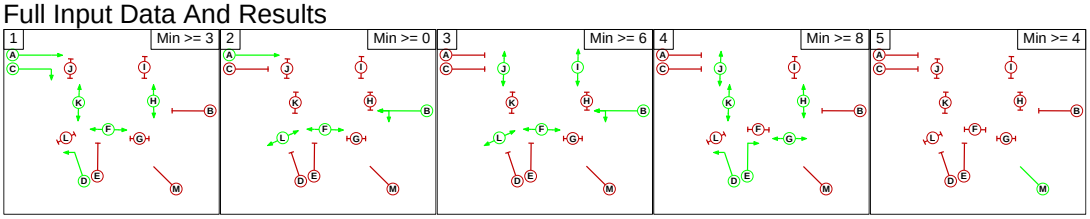
		Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	A		-	-	-	5	-	-	-	9	5	-	-	3
	B	-		5	9	7	-	8	5	-	-	9	-	3
	C	-	5		-	5	-	9	-	-	5	-	-	3
	D	-	4	-		-	-	-	-	-	-	-	5	3
	E	5	5	5	-		5	-	-	9	-	-	-	3
	F	-	-	-	-	6		-	-	-	-	-	-	3
	G	-	6	6	-	-	-		-	-	-	-	-	3
	H	-	7	-	-	-	-	-		-	-	-	-	3
	I	6	-	-	-	6	-	-	-		-	-	-	3
	J	8	-	8	-	-	-	-	-	-		-	-	3
	K	-	7	-	-	-	-	-	-	-	-		-	3
	L	-	-	-	6	-	-	-	-	-	-	-		3
	M	2	2	2	2	2	2	2	2	2	2	2	2	

Phases in Stage

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

Stage Diagram

Full Input Data And Results



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	C	Losing	2	2
1	2	D	Losing	2	2
1	3	C	Losing	4	4
1	3	D	Losing	4	4
2	1	L	Losing	3	3
2	4	L	Losing	3	3
3	1	I	Losing	2	2
3	1	L	Losing	3	3
3	2	I	Losing	2	2
3	4	F	Losing	1	1
3	4	I	Losing	1	1
3	4	L	Losing	3	3
4	1	E	Losing	3	3
4	1	G	Losing	2	2
4	2	D	Losing	3	3
4	2	E	Losing	3	3
4	3	G	Losing	1	1

Prohibited Stage Change

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

Full Input Data And Results

Give-Way Lane Input Data

Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton

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 (Clickers Way Westbound)	U	B	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	21.00
1/2 (Clickers Way Westbound)	U	B	2	3	60.0	Geom	-	3.65	0.00	N	Arm 4 Ahead	Inf
2/1 (Clickers Way Eastbound)	U	A	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 5 Ahead	Inf
2/2 (Clickers Way Eastbound)	U	C	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Right	20.00
3/1 (B581 Elmesthorpe lane)	U	D	2	3	8.0	Geom	-	4.20	0.00	Y	Arm 4 Left	22.00
3/2 (B581 Elmesthorpe lane)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 5 Right	18.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 AM Base'	08:00	09:00	01:00	
2: '2018 PM Base'	17:00	18:00	01:00	
3: '2026 WoDWoS AM'	08:00	09:00	01:00	
4: '2026 WoDWoS PM'	17:00	18:00	01:00	
5: '2026 WDWS AM'	08:00	09:00	01:00	
6: '2026 WDWS PM'	17:00	18:00	01:00	
7: '2026 WDWSWMEVB AM'	08:00	09:00	01:00	
8: '2026 WDWSWMEVB PM'	17:00	18:00	01:00	
9: '2036 WoDWoS AM'	08:00	09:00	01:00	
10: '2036 WoDWoS PM'	17:00	18:00	01:00	
11: '2036 WDWS AM'	08:00	09:00	01:00	
12: '2036 WDWS PM'	17:00	18:00	01:00	
13: '2036 WDWSWM AM'	08:00	09:00	01:00	
14: '2036 WDWSWM PM'	17:00	18:00	01:00	

Scenario 1: '2018 AM Base' (FG1: '2018 AM Base', Plan 1: 'Stage Sequence 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	129	682	811
	B	88	0	409	497
	C	614	430	0	1044
	Tot.	702	559	1091	2352

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2018 AM Base
Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton	
1/1	406
1/2	405
2/1	614
2/2	430
3/1 (short)	409
3/2 (with short)	497(In) 88(Out)
4/1	686
4/2	405
5/1	702
6/1	559

Lane Saturation Flows

Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton

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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	68.2 %	1936	1936
				Arm 6 Left	21.00	31.8 %		
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
2/2 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1 (B581 Elmesthorpe lane)	4.20	0.00	Y	Arm 4 Left	22.00	100.0 %	1905	1905
3/2 (B581 Elmesthorpe lane)	3.65	0.00	Y	Arm 5 Right	18.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2018 PM Base' (FG2: '2018 PM Base', Plan 1: 'Stage Sequence 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	112	683	795
	B	166	0	512	678
	C	593	411	0	1004
	Tot.	759	523	1195	2477

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2018 PM Base
Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton	
1/1	398
1/2	397
2/1	593
2/2	411
3/1 (short)	512
3/2 (with short)	678(In) 166(Out)
4/1	798
4/2	397
5/1	759
6/1	523

Lane Saturation Flows

Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton

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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	71.9 %	1941	1941
				Arm 6 Left	21.00	28.1 %		
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
2/2 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1 (B581 Elmesthorpe lane)	4.20	0.00	Y	Arm 4 Left	22.00	100.0 %	1905	1905
3/2 (B581 Elmesthorpe lane)	3.65	0.00	Y	Arm 5 Right	18.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2026 WoDWoS AM' (FG3: '2026 WoDWoS AM', Plan 1: 'Stage Sequence 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	155	707	862
	B	88	0	347	435
	C	618	431	0	1049
	Tot.	706	586	1054	2346

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 WoDWoS AM
Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton	
1/1	431
1/2	431
2/1	618
2/2	431
3/1 (short)	347
3/2 (with short)	435(In) 88(Out)
4/1	623
4/2	431
5/1	706
6/1	586

Lane Saturation Flows

Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton

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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	64.0 %	1930	1930
				Arm 6 Left	21.00	36.0 %		
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
2/2 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1 (B581 Elmesthorpe lane)	4.20	0.00	Y	Arm 4 Left	22.00	100.0 %	1905	1905
3/2 (B581 Elmesthorpe lane)	3.65	0.00	Y	Arm 5 Right	18.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 WoDWoS PM' (FG4: '2026 WoDWoS PM', Plan 1: 'Stage Sequence 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	122	687	809
	B	171	0	518	689
	C	581	424	0	1005
	Tot.	752	546	1205	2503

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 WoDWoS PM
Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton	
1/1	405
1/2	404
2/1	581
2/2	424
3/1 (short)	518
3/2 (with short)	689(In) 171(Out)
4/1	801
4/2	404
5/1	752
6/1	546

Lane Saturation Flows

Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton

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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	69.9 %	1938	1938
				Arm 6 Left	21.00	30.1 %		
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
2/2 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1 (B581 Elmesthorpe lane)	4.20	0.00	Y	Arm 4 Left	22.00	100.0 %	1905	1905
3/2 (B581 Elmesthorpe lane)	3.65	0.00	Y	Arm 5 Right	18.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2026 WDWS AM' (FG5: '2026 WDWS AM', Plan 1: 'Stage Sequence 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	125	726	851
	B	68	0	274	342
	C	635	352	0	987
	Tot.	703	477	1000	2180

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 WDWS AM
Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton	
1/1	426
1/2	425
2/1	635
2/2	352
3/1 (short)	274
3/2 (with short)	342(In) 68(Out)
4/1	575
4/2	425
5/1	703
6/1	477

Lane Saturation Flows

Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton

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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	70.7 %	1939	1939
				Arm 6 Left	21.00	29.3 %		
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
2/2 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1 (B581 Elmesthorpe lane)	4.20	0.00	Y	Arm 4 Left	22.00	100.0 %	1905	1905
3/2 (B581 Elmesthorpe lane)	3.65	0.00	Y	Arm 5 Right	18.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2026 WDWS PM' (FG6: '2026 WDWS PM', Plan 1: 'Stage Sequence 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	97	679	776
	B	135	0	385	520
	C	630	358	0	988
	Tot.	765	455	1064	2284

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2026 WDWS PM
Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton	
1/1	388
1/2	388
2/1	630
2/2	358
3/1 (short)	385
3/2 (with short)	520(In) 135(Out)
4/1	676
4/2	388
5/1	765
6/1	455

Lane Saturation Flows

Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton

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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	75.0 %	1945	1945
				Arm 6 Left	21.00	25.0 %		
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
2/2 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1 (B581 Elmesthorpe lane)	4.20	0.00	Y	Arm 4 Left	22.00	100.0 %	1905	1905
3/2 (B581 Elmesthorpe lane)	3.65	0.00	Y	Arm 5 Right	18.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2026 WDWSWMEVB AM' (FG7: '2026 WDWSWMEVB AM', Plan 1: 'Stage Sequence 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	145	762	907
	B	76	0	267	343
	C	642	355	0	997
	Tot.	718	500	1029	2247

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2026 WDWSWMEVB AM
Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton	
1/1	454
1/2	453
2/1	642
2/2	355
3/1 (short)	267
3/2 (with short)	343(In) 76(Out)
4/1	576
4/2	453
5/1	718
6/1	500

Lane Saturation Flows

Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton

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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	68.1 %	1936	1936
				Arm 6 Left	21.00	31.9 %		
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
2/2 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1 (B581 Elmesthorpe lane)	4.20	0.00	Y	Arm 4 Left	22.00	100.0 %	1905	1905
3/2 (B581 Elmesthorpe lane)	3.65	0.00	Y	Arm 5 Right	18.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2026 WDWSWMEVB PM' (FG8: '2026 WDWSWMEVB PM', Plan 1: 'Stage Sequence 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	114	695	809
	B	166	0	429	595
	C	660	381	0	1041
	Tot.	826	495	1124	2445

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2026 WDWSWMEVB PM
Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton	
1/1	405
1/2	404
2/1	660
2/2	381
3/1 (short)	429
3/2 (with short)	595(In) 166(Out)
4/1	720
4/2	404
5/1	826
6/1	495

Lane Saturation Flows

Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton

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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	71.9 %	1941	1941
				Arm 6 Left	21.00	28.1 %		
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
2/2 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1 (B581 Elmesthorpe lane)	4.20	0.00	Y	Arm 4 Left	22.00	100.0 %	1905	1905
3/2 (B581 Elmesthorpe lane)	3.65	0.00	Y	Arm 5 Right	18.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: '2036 WoDWoS AM' (FG9: '2036 WoDWoS AM', Plan 1: 'Stage Sequence 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	213	746	959
	B	106	0	350	456
	C	693	523	0	1216
	Tot.	799	736	1096	2631

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2036 WoDWoS AM
Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton	
1/1	480
1/2	479
2/1	693
2/2	523
3/1 (short)	350
3/2 (with short)	456(In) 106(Out)
4/1	617
4/2	479
5/1	799
6/1	736

Lane Saturation Flows

Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton

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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	55.6 %	1919	1919
				Arm 6 Left	21.00	44.4 %		
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
2/2 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1 (B581 Elmesthorpe lane)	4.20	0.00	Y	Arm 4 Left	22.00	100.0 %	1905	1905
3/2 (B581 Elmesthorpe lane)	3.65	0.00	Y	Arm 5 Right	18.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2036 WoDWoS PM' (FG10: '2036 WoDWoS PM', Plan 1: 'Stage Sequence 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	115	768	883
	B	187	0	623	810
	C	694	467	0	1161
	Tot.	881	582	1391	2854

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2036 WoDWoS PM
Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton	
1/1	442
1/2	441
2/1	694
2/2	467
3/1 (short)	623
3/2 (with short)	810(In) 187(Out)
4/1	950
4/2	441
5/1	881
6/1	582

Lane Saturation Flows

Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton

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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	74.0 %	1944	1944
				Arm 6 Left	21.00	26.0 %		
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
2/2 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1 (B581 Elmesthorpe lane)	4.20	0.00	Y	Arm 4 Left	22.00	100.0 %	1905	1905
3/2 (B581 Elmesthorpe lane)	3.65	0.00	Y	Arm 5 Right	18.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: '2036 WDWS AM' (FG11: '2036 WDWS AM', Plan 1: 'Stage Sequence 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	181	804	985
	B	73	0	240	313
	C	710	404	0	1114
	Tot.	783	585	1044	2412

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2036 WDWS AM
Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton	
1/1	493
1/2	492
2/1	710
2/2	404
3/1 (short)	240
3/2 (with short)	313(In) 73(Out)
4/1	552
4/2	492
5/1	783
6/1	585

Lane Saturation Flows

Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton

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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	63.3 %	1929	1929
				Arm 6 Left	21.00	36.7 %		
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
2/2 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1 (B581 Elmesthorpe lane)	4.20	0.00	Y	Arm 4 Left	22.00	100.0 %	1905	1905
3/2 (B581 Elmesthorpe lane)	3.65	0.00	Y	Arm 5 Right	18.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2036 WDWS PM' (FG12: '2036 WDWS PM', Plan 1: 'Stage Sequence 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	101	766	867
	B	175	0	469	644
	C	727	349	0	1076
	Tot.	902	450	1235	2587

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2036 WDWS PM
Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton	
1/1	434
1/2	433
2/1	727
2/2	349
3/1 (short)	469
3/2 (with short)	644(In) 175(Out)
4/1	802
4/2	433
5/1	902
6/1	450

Lane Saturation Flows

Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton

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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	76.7 %	1948	1948
				Arm 6 Left	21.00	23.3 %		
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
2/2 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1 (B581 Elmesthorpe lane)	4.20	0.00	Y	Arm 4 Left	22.00	100.0 %	1905	1905
3/2 (B581 Elmesthorpe lane)	3.65	0.00	Y	Arm 5 Right	18.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2036 WDWSWM AM' (FG13: '2036 WDWSWM AM', Plan 1: 'Stage Sequence 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	194	810	1004
	B	78	0	259	337
	C	715	447	0	1162
	Tot.	793	641	1069	2503

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2036 WDWSWM AM
Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton	
1/1	502
1/2	502
2/1	715
2/2	447
3/1 (short)	259
3/2 (with short)	337(In) 78(Out)
4/1	567
4/2	502
5/1	793
6/1	641

Lane Saturation Flows

Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton								
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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	61.4 %	1927	1927
				Arm 6 Left	21.00	38.6 %		
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
2/2 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1 (B581 Elmesthorpe lane)	4.20	0.00	Y	Arm 4 Left	22.00	100.0 %	1905	1905
3/2 (B581 Elmesthorpe lane)	3.65	0.00	Y	Arm 5 Right	18.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2036 WDWSWM PM' (FG14: '2036 WDWSWM PM', Plan 1: 'Stage Sequence 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	108	786	894
	B	188	0	509	697
	C	739	378	0	1117
	Tot.	927	486	1295	2708

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2036 WDWSWM PM
Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton	
1/1	447
1/2	447
2/1	739
2/2	378
3/1 (short)	509
3/2 (with short)	697(In) 188(Out)
4/1	848
4/2	447
5/1	927
6/1	486

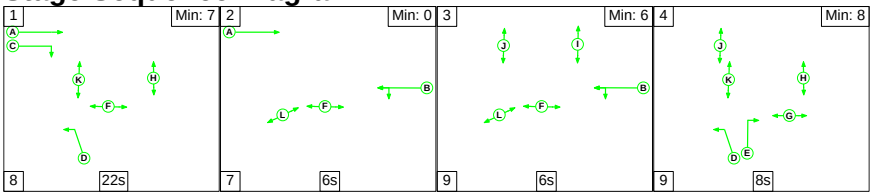
Lane Saturation Flows

Junction: Clickers Way / Elmesthorpe Lane, Earl Shilton

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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	75.8 %	1946	1946
				Arm 6 Left	21.00	24.2 %		
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
2/2 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1 (B581 Elmesthorpe lane)	4.20	0.00	Y	Arm 4 Left	22.00	100.0 %	1905	1905
3/2 (B581 Elmesthorpe lane)	3.65	0.00	Y	Arm 5 Right	18.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2018 AM Base' (FG1: '2018 AM Base', Plan 1: 'Stage Sequence 1')

Stage Sequence Diagram

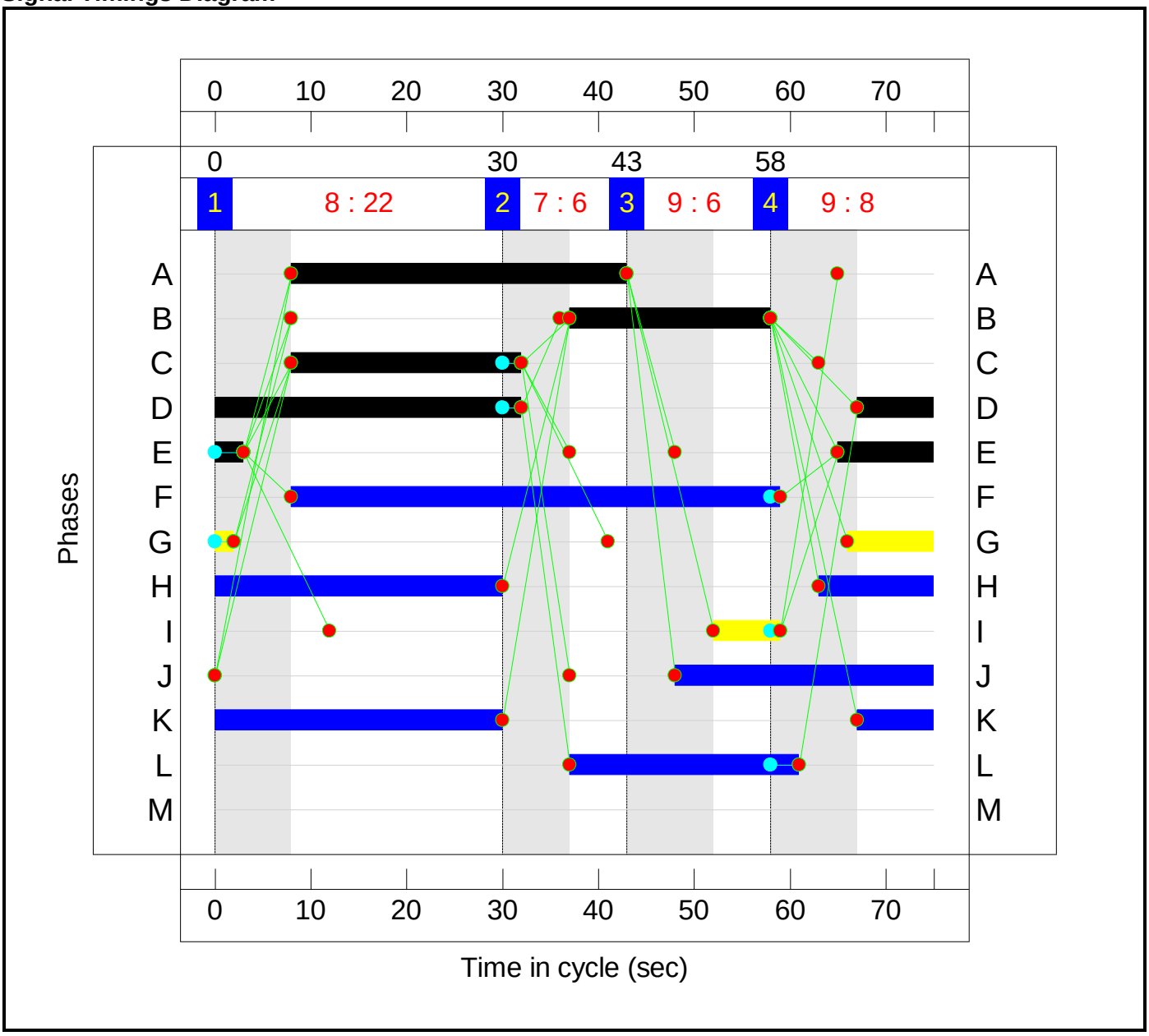


Full Input Data And Results

Stage Timings

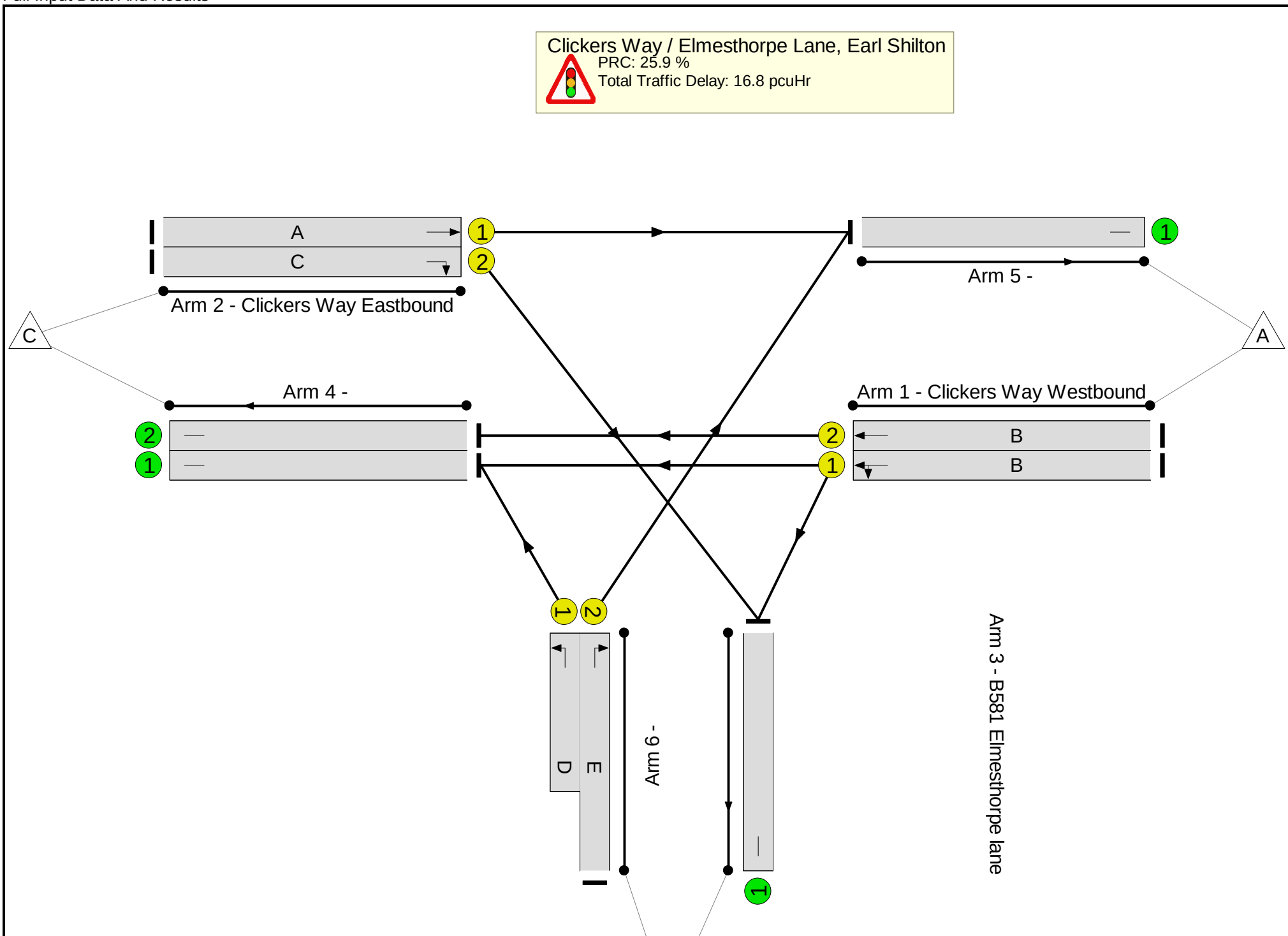
Stage	1	2	3	4
Duration	22	6	6	8
Change Point	0	30	43	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Clickers Way / Elmesthorpe Lane, Earl Shilton
PRC: 25.9 %
Total Traffic Delay: 16.8 pcuHr
A
C
Arm 2 - Clickers Way Eastbound
Arm 5 -
Arm 4 -
Arm 1 - Clickers Way Westbound
B
B
D
E
Arm 6 -
Arm 3 - B581 Elmesthorpe lane
C
A

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47 / B581 Station Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.5%**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.5%**
1/1	Clickers Way Westbound Ahead Left	U	N/A	N/A	B		1	21	-	406	1936	568	71.5%
1/2	Clickers Way Westbound Ahead	U	N/A	N/A	B		1	21	-	405	2120	622	65.1%
2/1	Clickers Way Eastbound Ahead	U	N/A	N/A	A		1	35	-	614	1980	950	64.6%
2/2	Clickers Way Eastbound Right	U	N/A	N/A	C		1	24	-	430	1842	614	70.0%
3/2+3/1	B581 Elmesthorpe lane Left Right	U	N/A	N/A	E D		1	13:40	-	497	1828:1905	199+923	44.3 : 44.3%
4/1		U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	702	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%

Full Input Data And Results

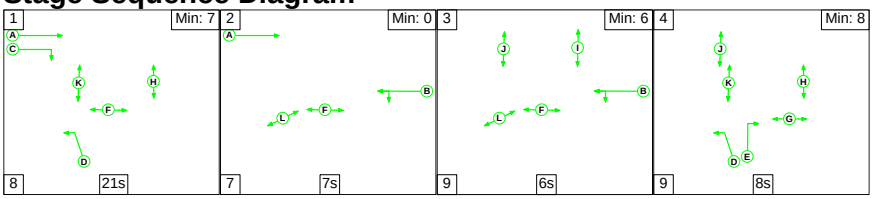
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47 / B581 Station Road	**-**	**-**	**0**	**0**	**0**	**12.1**	**4.6**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**12.1**	**4.6**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
1/1	406	406	-	-	-	2.7	1.2	-	3.9	34.6	7.6	1.2	8.8
1/2	405	405	-	-	-	2.6	0.9	-	3.5	31.4	7.3	0.9	8.2
2/1	614	614	-	-	-	2.5	0.9	-	3.4	20.0	9.6	0.9	10.5
2/2	430	430	-	-	-	2.6	1.2	-	3.8	31.4	7.8	1.2	8.9
3/2+3/1	497	497	-	-	-	1.8	0.4	-	2.1 (0.7+1.4)	15.6 (28.9:12.7)	4.9	0.4	5.3
4/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 25.9 Total Delay for Signalled Lanes (pcuHr): 16.75 Cycle Time (s): 75
PRC Over All Lanes (%): 25.9 Total Delay Over All Lanes(pcuHr): 16.75

Full Input Data And Results

Scenario 2: '2018 PM Base' (FG2: '2018 PM Base', Plan 1: 'Stage Sequence 1')

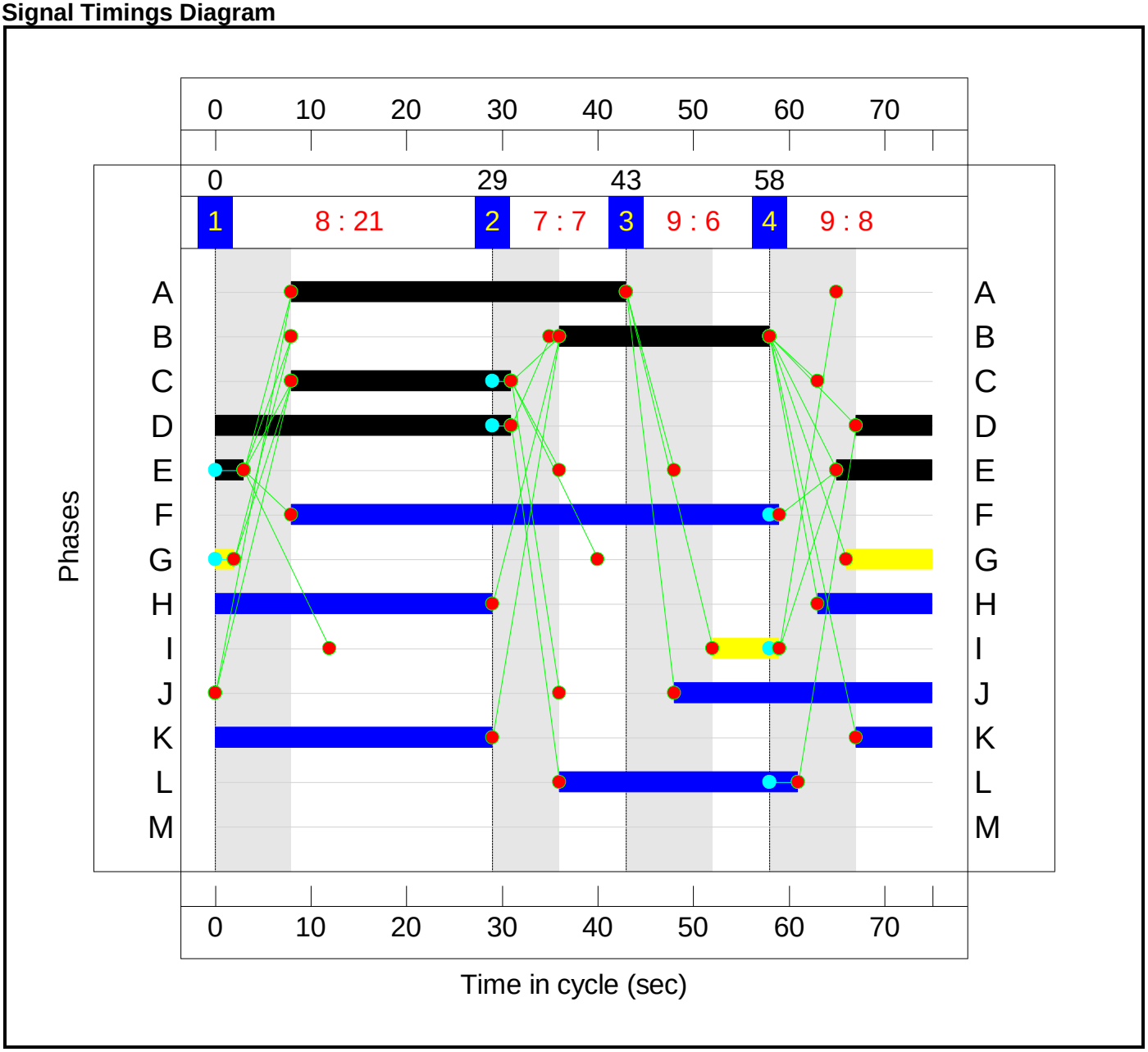
Stage Sequence Diagram



Stage Timings

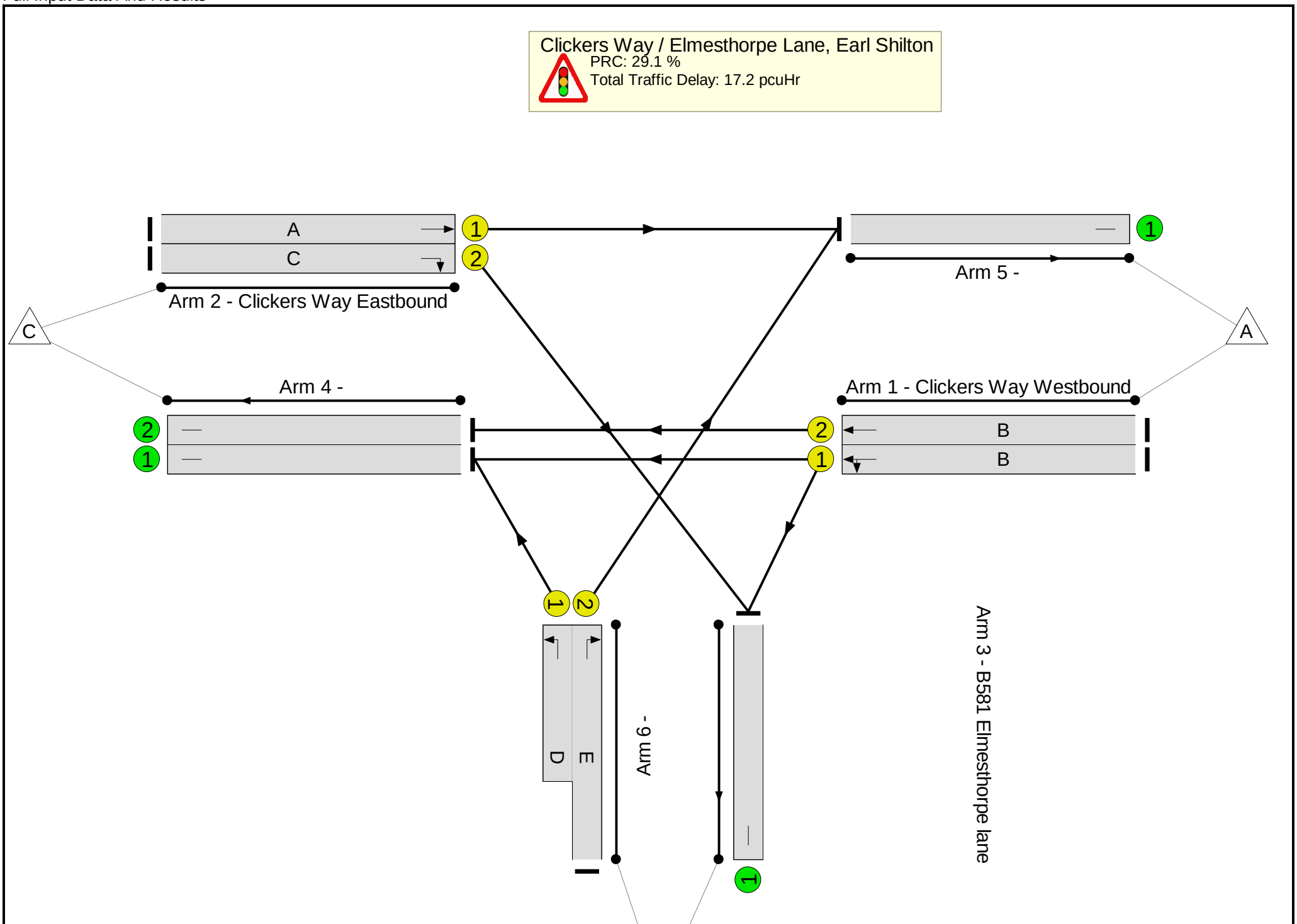
Stage	1	2	3	4
Duration	21	7	6	8
Change Point	0	29	43	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Clickers Way / Elmesthorpe Lane, Earl Shilton
PRC: 29.1 %
Total Traffic Delay: 17.2 pcuHr
A
C
1
2
Arm 2 - Clickers Way Eastbound
Arm 5 -
C
A
Arm 4 -
Arm 1 - Clickers Way Westbound
B
B
D
E
Arm 6 -
Arm 3 - B581 Elmesthorpe lane

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: A47 / B581 Station Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.7%**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.7%**
1/1	Clickers Way Westbound Ahead Left	U	N/A	N/A	B		1	22	-	398	1941	595	66.9%
1/2	Clickers Way Westbound Ahead	U	N/A	N/A	B		1	22	-	397	2120	650	61.1%
2/1	Clickers Way Eastbound Ahead	U	N/A	N/A	A		1	35	-	593	1980	950	62.4%
2/2	Clickers Way Eastbound Right	U	N/A	N/A	C		1	23	-	411	1842	589	69.7%
3/2+3/1	B581 Elmesthorpe lane Left Right	U	N/A	N/A	E D		1	13:39	-	678	1828:1905	278+859	59.6 : 59.6%
4/1		U	N/A	N/A	-		-	-	-	798	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	759	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%

Full Input Data And Results

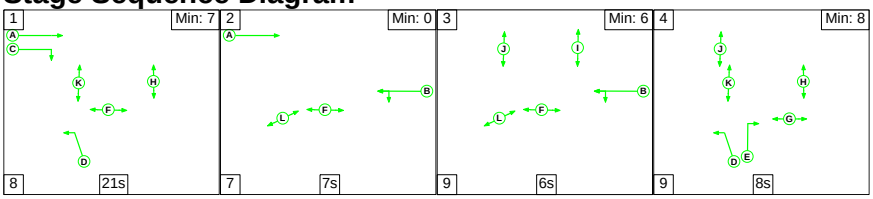
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47 / B581 Station Road	**-**	**-**	**0**	**0**	**0**	**12.7**	**4.5**	**0.0**	**17.2**	**-**	**-**	**-**	**-**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**12.7**	**4.5**	**0.0**	**17.2**	**-**	**-**	**-**	**-**
1/1	398	398	-	-	-	2.5	1.0	-	3.5	31.7	7.2	1.0	8.2
1/2	397	397	-	-	-	2.4	0.8	-	3.2	29.2	6.9	0.8	7.7
2/1	593	593	-	-	-	2.4	0.8	-	3.2	19.5	9.1	0.8	9.9
2/2	411	411	-	-	-	2.5	1.1	-	3.7	32.3	7.4	1.1	8.6
3/2+3/1	678	678	-	-	-	2.8	0.7	-	3.6 (1.4+2.1)	19.0 (31.2:15.1)	6.7	0.7	7.4
4/1	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 29.1 Total Delay for Signalled Lanes (pcuHr): 17.21 Cycle Time (s): 75
PRC Over All Lanes (%): 29.1 Total Delay Over All Lanes(pcuHr): 17.21

Full Input Data And Results

Scenario 3: '2026 WoDWoS AM' (FG3: '2026 WoDWoS AM', Plan 1: 'Stage Sequence 1')

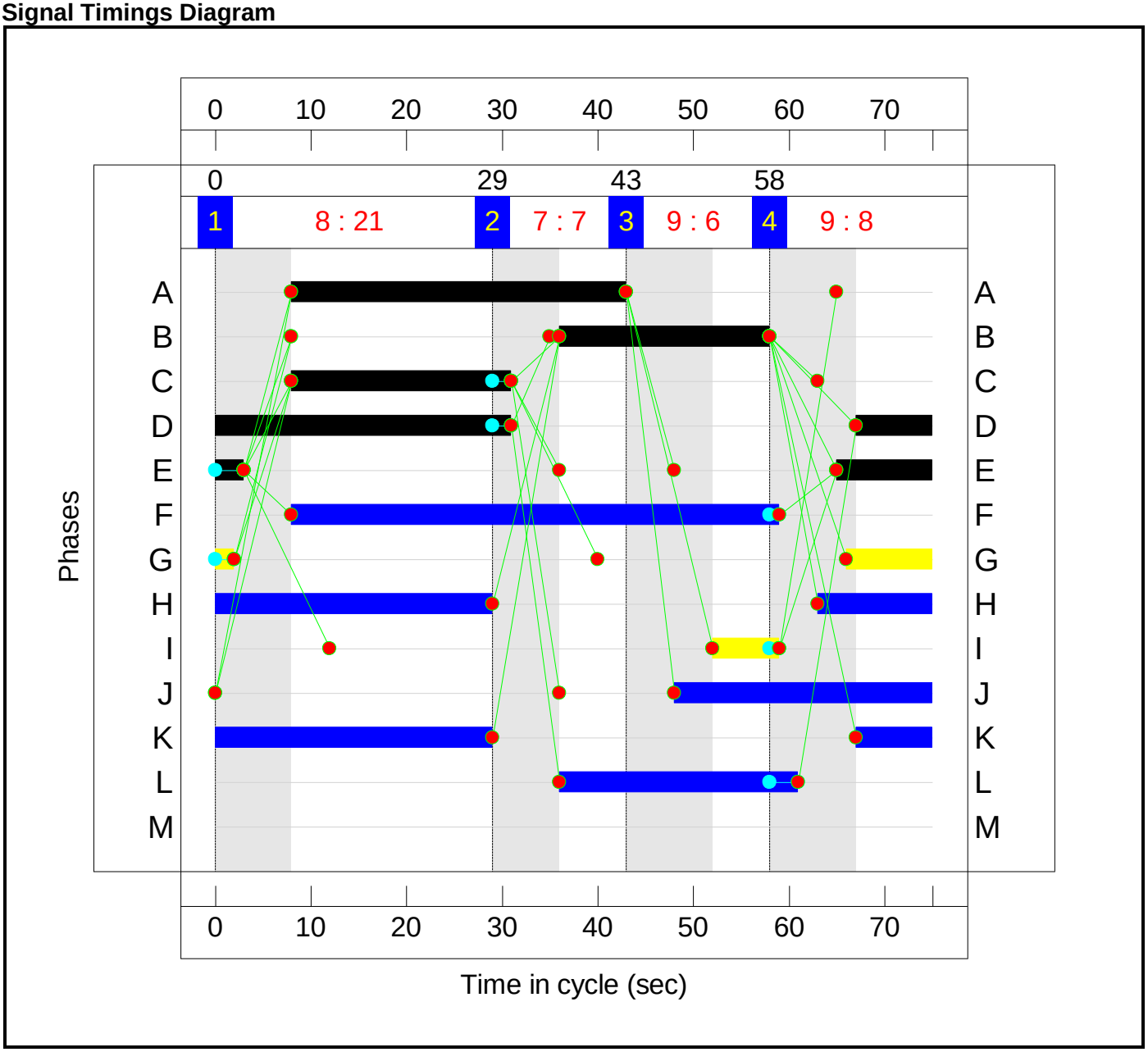
Stage Sequence Diagram



Stage Timings

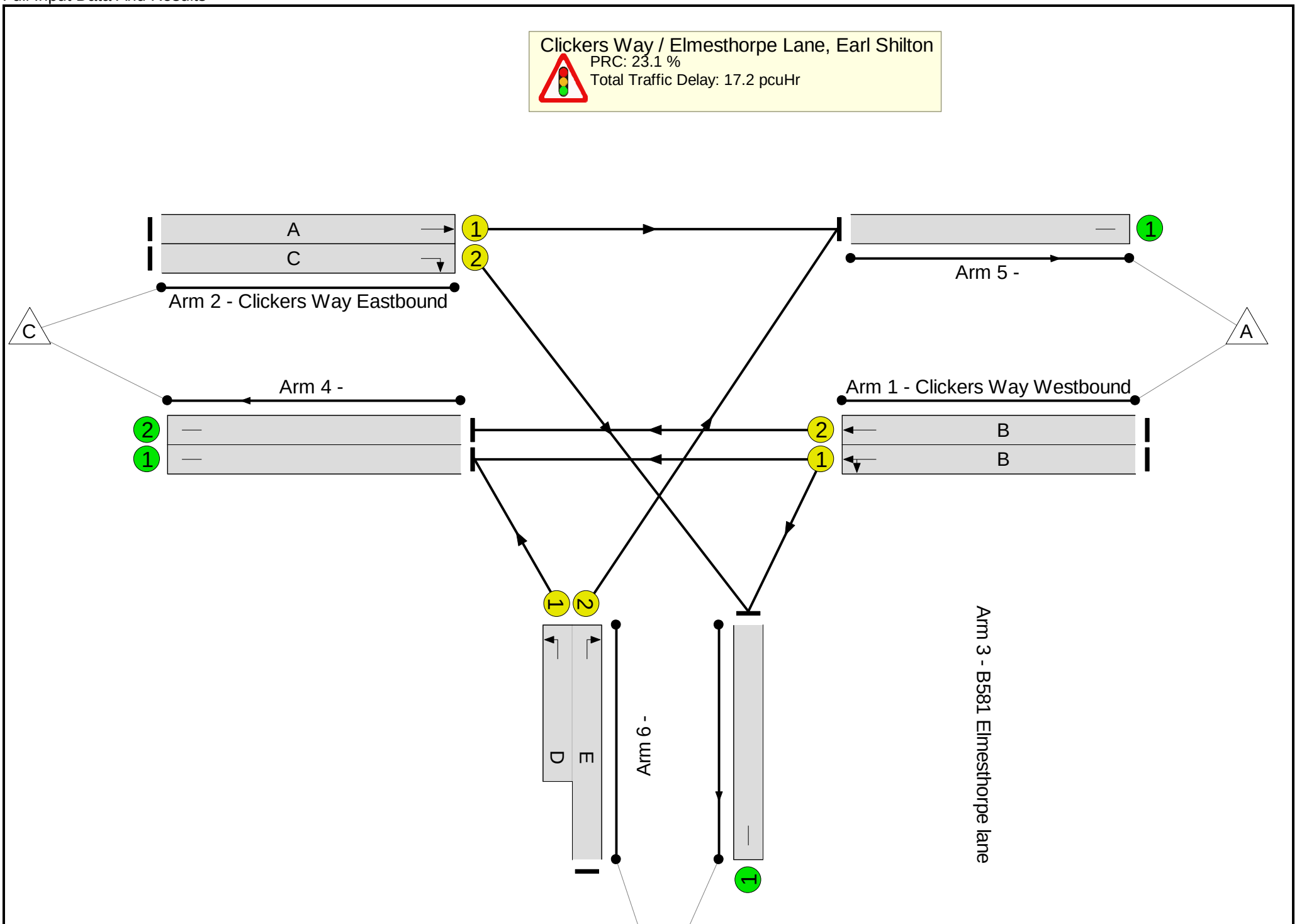
Stage	1	2	3	4
Duration	21	7	6	8
Change Point	0	29	43	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Clickers Way / Elmesthorpe Lane, Earl Shilton
PRC: 23.1 %
Total Traffic Delay: 17.2 pcuHr
A
C
1
2
Arm 2 - Clickers Way Eastbound
Arm 5 -
C
A
Arm 4 -
Arm 1 - Clickers Way Westbound
B
B
D
E
Arm 6 -
Arm 3 - B581 Elmesthorpe lane

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: A47 / B581 Station Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.1%**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.1%**
1/1	Clickers Way Westbound Ahead Left	U	N/A	N/A	B		1	22	-	431	1930	592	72.8%
1/2	Clickers Way Westbound Ahead	U	N/A	N/A	B		1	22	-	431	2120	650	66.3%
2/1	Clickers Way Eastbound Ahead	U	N/A	N/A	A		1	35	-	618	1980	950	65.0%
2/2	Clickers Way Eastbound Right	U	N/A	N/A	C		1	23	-	431	1842	589	73.1%
3/2+3/1	B581 Elmesthorpe lane Left Right	U	N/A	N/A	E D		1	13:39	-	435	1828:1905	225+886	39.2 : 39.2%
4/1		U	N/A	N/A	-		-	-	-	623	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%

Full Input Data And Results

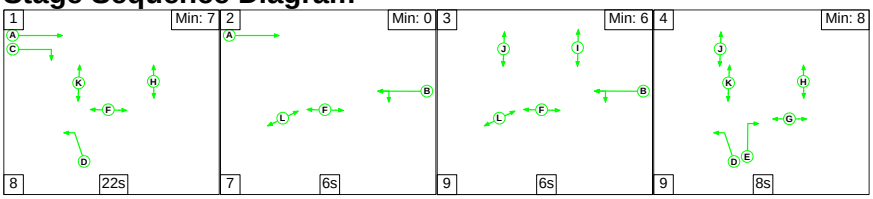
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47 / B581 Station Road	**-**	**-**	**0**	**0**	**0**	**12.3**	**4.9**	**0.0**	**17.2**	**-**	**-**	**-**	**-**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**12.3**	**4.9**	**0.0**	**17.2**	**-**	**-**	**-**	**-**
1/1	431	431	-	-	-	2.8	1.3	-	4.1	34.2	7.9	1.3	9.2
1/2	431	431	-	-	-	2.7	1.0	-	3.7	30.8	7.8	1.0	8.8
2/1	618	618	-	-	-	2.5	0.9	-	3.5	20.1	9.6	0.9	10.5
2/2	431	431	-	-	-	2.7	1.3	-	4.0	33.8	7.9	1.3	9.2
3/2+3/1	435	435	-	-	-	1.6	0.3	-	1.9 (0.7+1.2)	15.9 (28.7:12.7)	4.0	0.3	4.4
4/1	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 23.1 Total Delay for Signalled Lanes (pcuHr): 17.21 Cycle Time (s): 75
PRC Over All Lanes (%): 23.1 Total Delay Over All Lanes(pcuHr): 17.21

Full Input Data And Results

Scenario 4: '2026 WoDWoS PM' (FG4: '2026 WoDWoS PM', Plan 1: 'Stage Sequence 1')

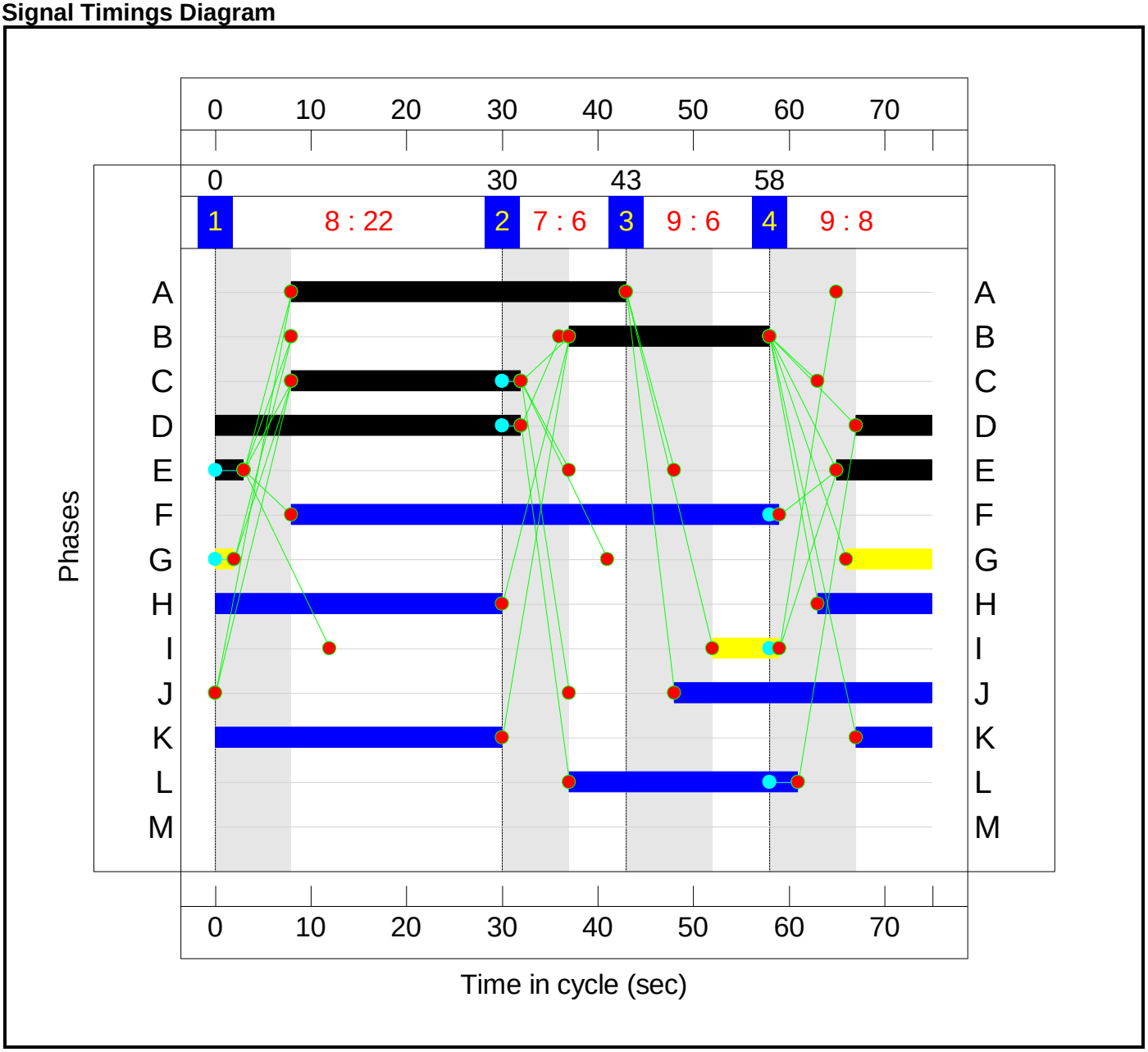
Stage Sequence Diagram



Stage Timings

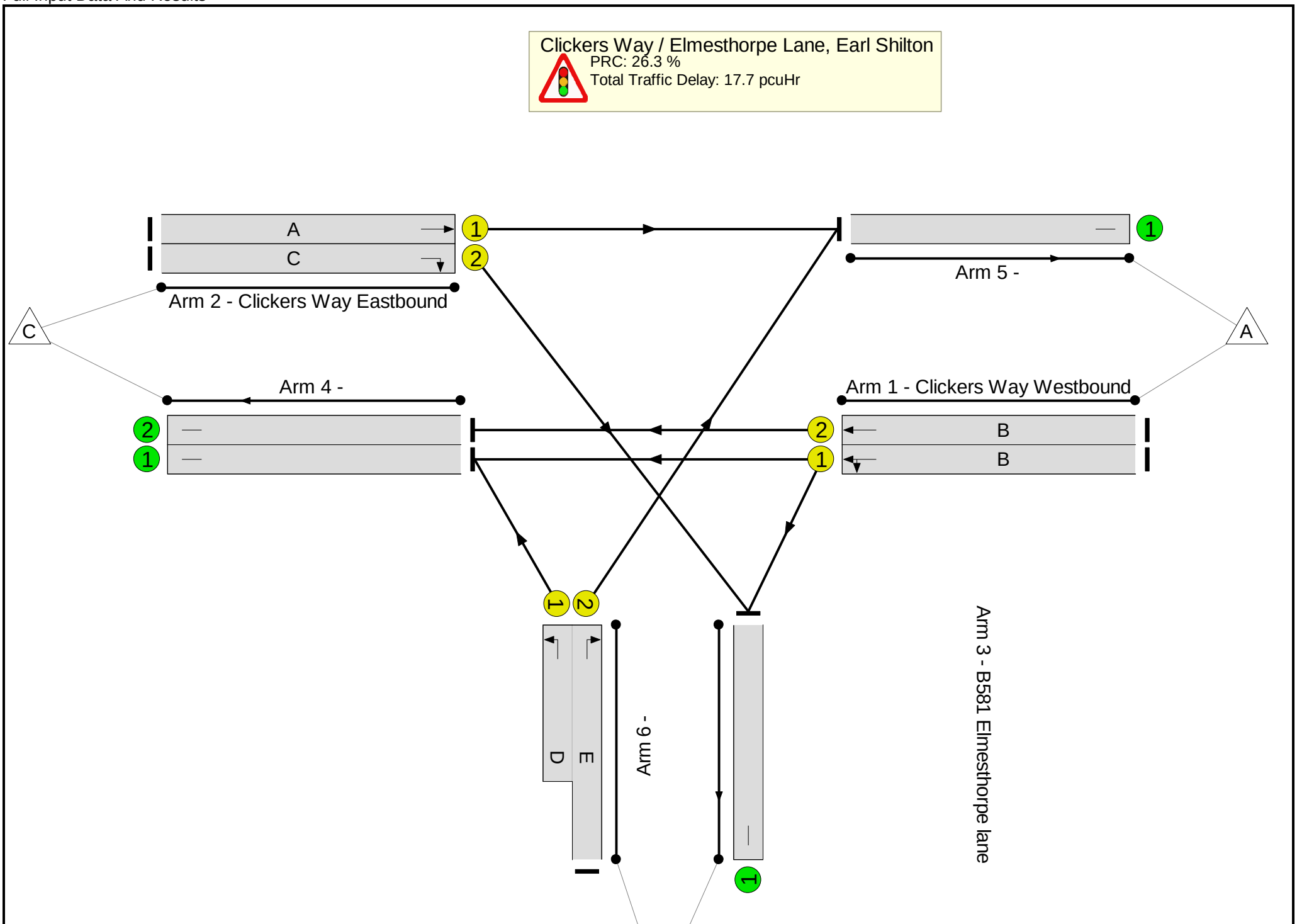
Stage	1	2	3	4
Duration	22	6	6	8
Change Point	0	30	43	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Clickers Way / Elmesthorpe Lane, Earl Shilton
PRC: 26.3 %
Total Traffic Delay: 17.7 pcuHr
A
C
Arm 2 - Clickers Way Eastbound
Arm 5 -
Arm 4 -
Arm 1 - Clickers Way Westbound
B
B
D
E
Arm 6 -
Arm 3 - B581 Elmesthorpe lane

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: A47 / B581 Station Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.2%**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.2%**
1/1	Clickers Way Westbound Ahead Left	U	N/A	N/A	B		1	21	-	405	1938	568	71.2%
1/2	Clickers Way Westbound Ahead	U	N/A	N/A	B		1	21	-	404	2120	622	65.0%
2/1	Clickers Way Eastbound Ahead	U	N/A	N/A	A		1	35	-	581	1980	950	61.1%
2/2	Clickers Way Eastbound Right	U	N/A	N/A	C		1	24	-	424	1842	614	69.1%
3/2+3/1	B581 Elmesthorpe lane Left Right	U	N/A	N/A	E D		1	13:40	-	689	1828:1905	289+875	59.2 : 59.2%
4/1		U	N/A	N/A	-		-	-	-	801	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	404	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%

Full Input Data And Results

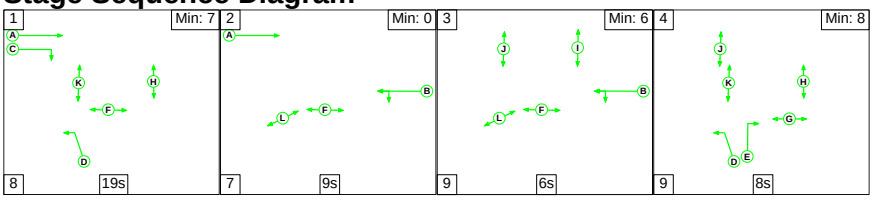
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47 / B581 Station Road	**-**	**-**	**0**	**0**	**0**	**13.0**	**4.7**	**0.0**	**17.7**	**-**	**-**	**-**	**-**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**13.0**	**4.7**	**0.0**	**17.7**	**-**	**-**	**-**	**-**
1/1	405	405	-	-	-	2.7	1.2	-	3.9	34.5	7.5	1.2	8.8
1/2	404	404	-	-	-	2.6	0.9	-	3.5	31.3	7.3	0.9	8.2
2/1	581	581	-	-	-	2.3	0.8	-	3.1	19.2	8.9	0.8	9.7
2/2	424	424	-	-	-	2.6	1.1	-	3.7	31.0	7.5	1.1	8.6
3/2+3/1	689	689	-	-	-	2.8	0.7	-	3.5 (1.5+2.1)	18.5 (31.2:14.4)	6.6	0.7	7.3
4/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 26.3 Total Delay for Signalled Lanes (pcuHr): 17.70 Cycle Time (s): 75
PRC Over All Lanes (%): 26.3 Total Delay Over All Lanes(pcuHr): 17.70

Full Input Data And Results

Scenario 5: '2026 WDWS AM' (FG5: '2026 WDWS AM', Plan 1: 'Stage Sequence 1')

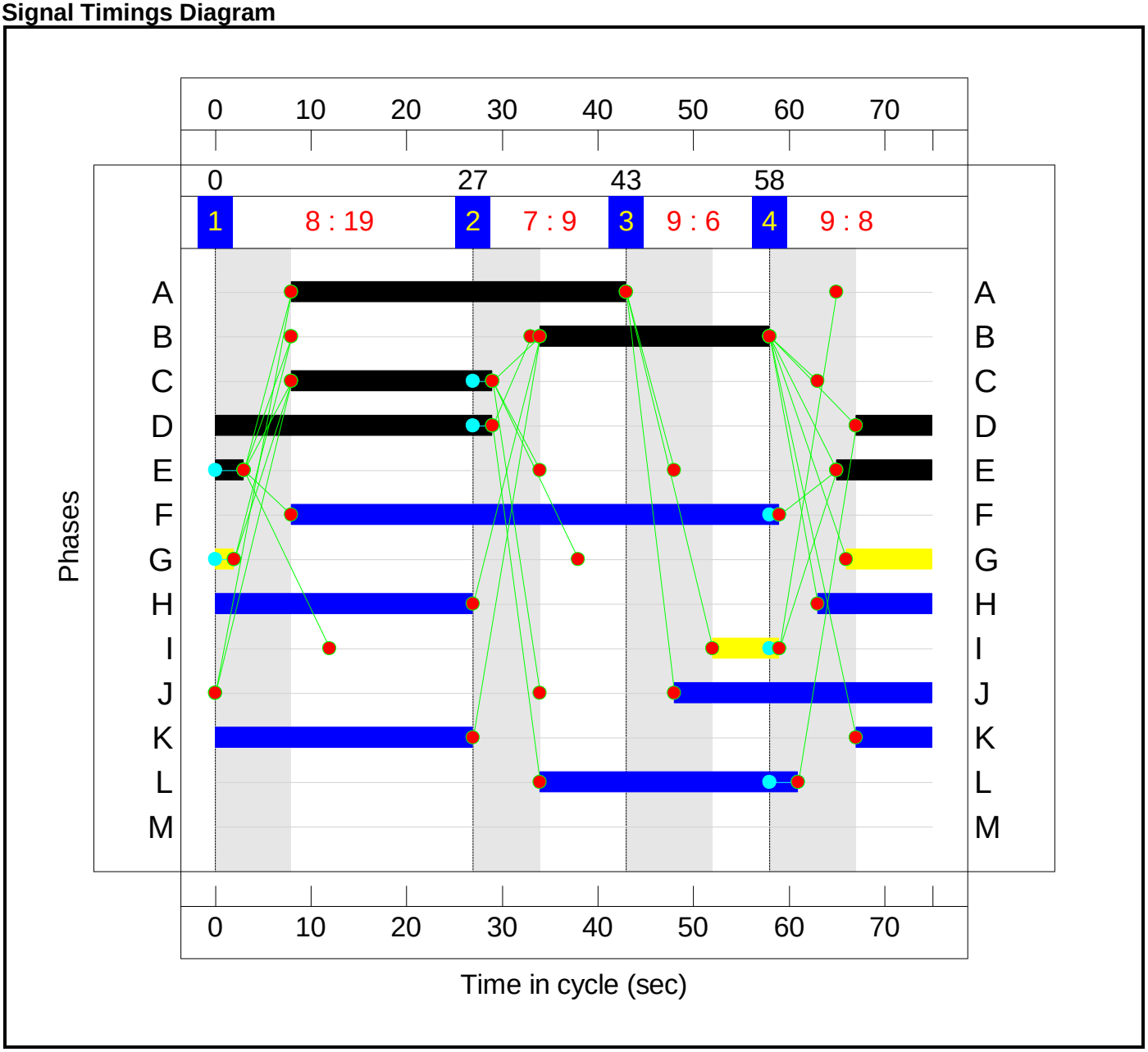
Stage Sequence Diagram



Stage Timings

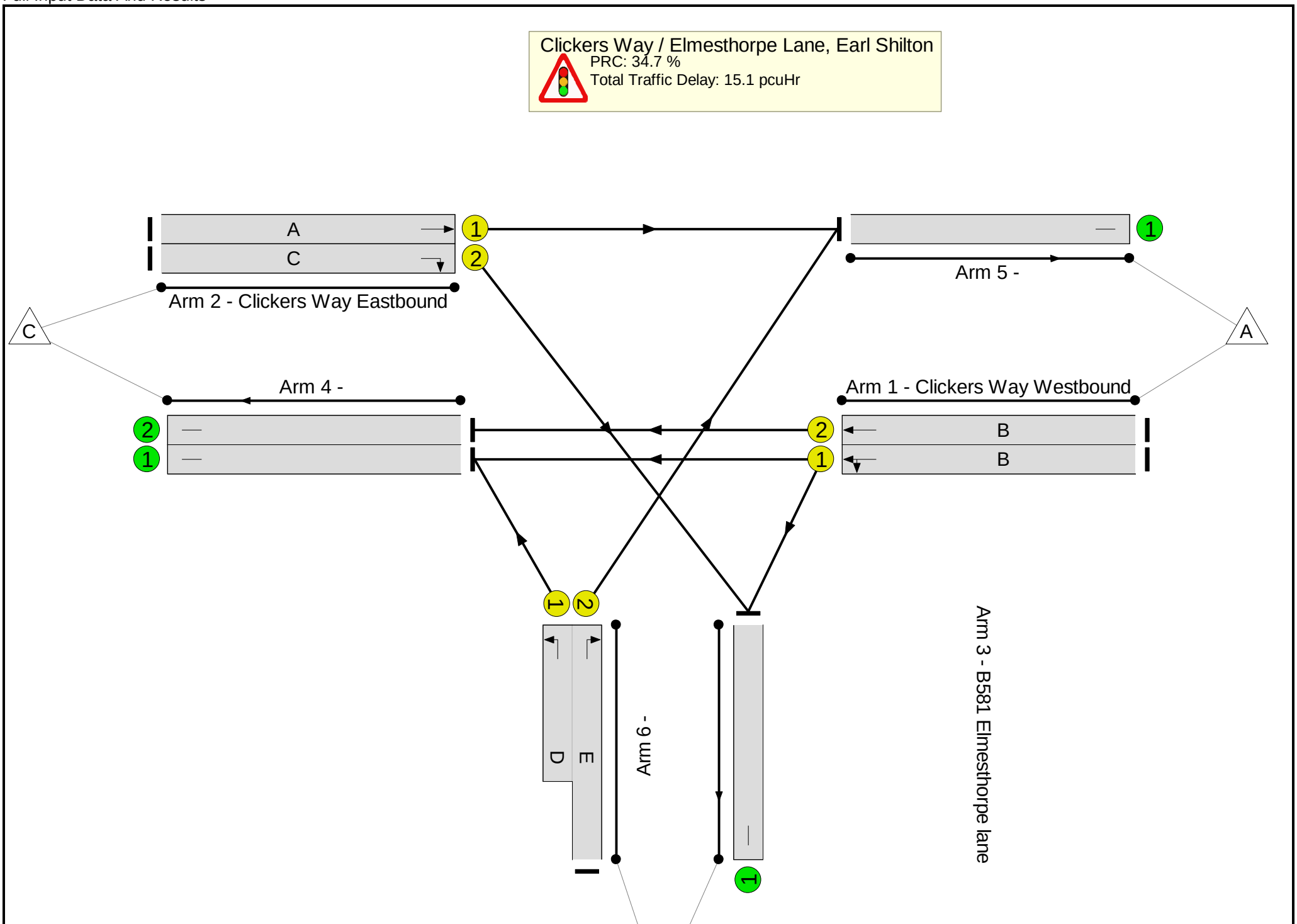
Stage	1	2	3	4
Duration	19	9	6	8
Change Point	0	27	43	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Clickers Way / Elmesthorpe Lane, Earl Shilton
PRC: 34.7 %
Total Traffic Delay: 15.1 pcuHr
A
C
Arm 2 - Clickers Way Eastbound
Arm 5 -
Arm 4 -
Arm 1 - Clickers Way Westbound
B
B
D
E
Arm 6 -
Arm 3 - B581 Elmesthorpe lane

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: A47 / B581 Station Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/1	Clickers Way Westbound Ahead Left	U	N/A	N/A	B		1	24	-	426	1939	646	65.9%
1/2	Clickers Way Westbound Ahead	U	N/A	N/A	B		1	24	-	425	2120	707	60.1%
2/1	Clickers Way Eastbound Ahead	U	N/A	N/A	A		1	35	-	635	1980	950	66.8%
2/2	Clickers Way Eastbound Right	U	N/A	N/A	C		1	21	-	352	1842	540	65.1%
3/2+3/1	B581 Elmesthorpe lane Left Right	U	N/A	N/A	E D		1	13:37	-	342	1828:1905	210+848	32.3 : 32.3%
4/1		U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	425	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%

Full Input Data And Results

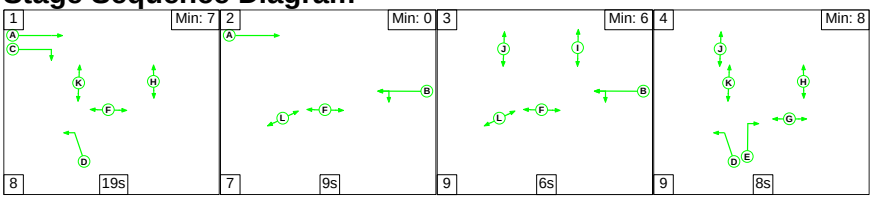
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47 / B581 Station Road	**-**	**-**	**0**	**0**	**0**	**11.2**	**3.9**	**0.0**	**15.1**	**-**	**-**	**-**	**-**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**11.2**	**3.9**	**0.0**	**15.1**	**-**	**-**	**-**	**-**
1/1	426	426	-	-	-	2.5	1.0	-	3.5	29.5	7.6	1.0	8.5
1/2	425	425	-	-	-	2.5	0.8	-	3.2	27.2	7.3	0.8	8.1
2/1	635	635	-	-	-	2.6	1.0	-	3.6	20.6	10.1	1.0	11.1
2/2	352	352	-	-	-	2.3	0.9	-	3.2	32.6	6.4	0.9	7.3
3/2+3/1	342	342	-	-	-	1.3	0.2	-	1.5 (0.5+1.0)	16.2 (28.3:13.2)	3.3	0.2	3.5
4/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.7 Total Delay for Signalled Lanes (pcuHr): 15.06 Cycle Time (s): 75
PRC Over All Lanes (%): 34.7 Total Delay Over All Lanes(pcuHr): 15.06

Full Input Data And Results

Scenario 6: '2026 WDWS PM' (FG6: '2026 WDWS PM', Plan 1: 'Stage Sequence 1')

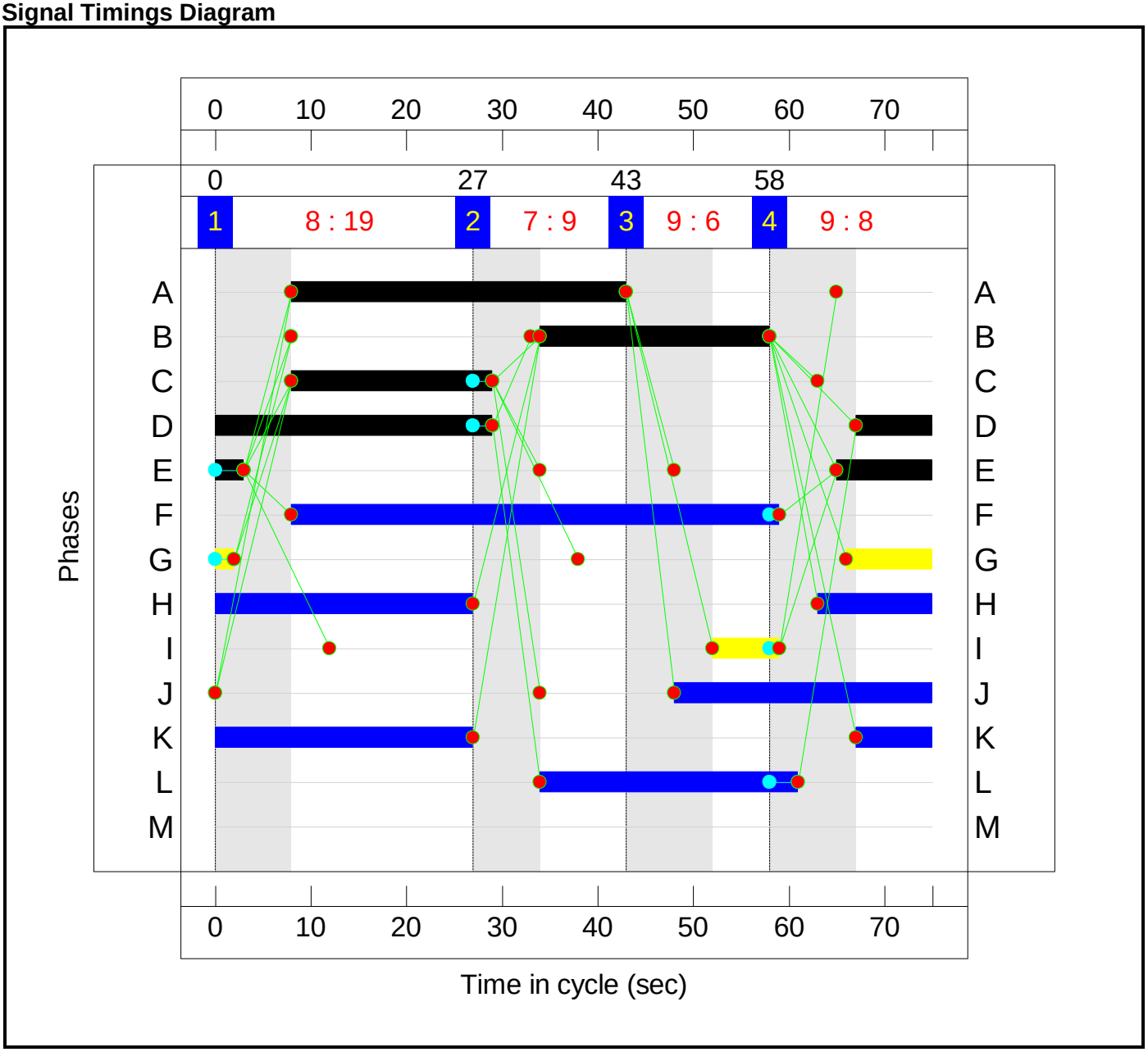
Stage Sequence Diagram



Stage Timings

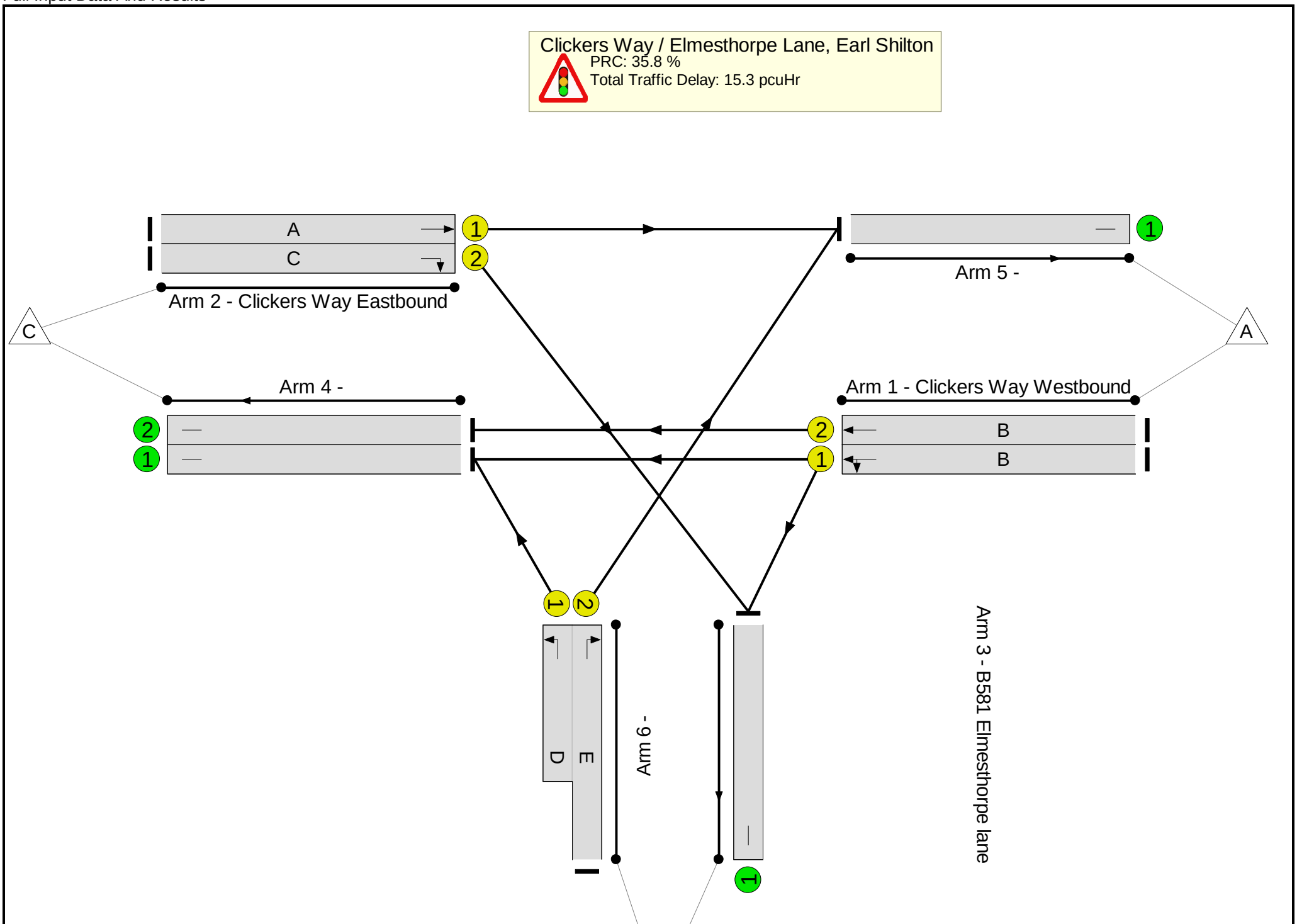
Stage	1	2	3	4
Duration	19	9	6	8
Change Point	0	27	43	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Clickers Way / Elmesthorpe Lane, Earl Shilton
PRC: 35.8 %
Total Traffic Delay: 15.3 pcuHr
A
C
Arm 2 - Clickers Way Eastbound
Arm 5 -
Arm 4 -
Arm 1 - Clickers Way Westbound
B
B
D
E
Arm 6 -
Arm 3 - B581 Elmesthorpe lane

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: A47 / B581 Station Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.3%**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.3%**
1/1	Clickers Way Westbound Ahead Left	U	N/A	N/A	B		1	24	-	388	1945	648	59.8%
1/2	Clickers Way Westbound Ahead	U	N/A	N/A	B		1	24	-	388	2120	707	54.9%
2/1	Clickers Way Eastbound Ahead	U	N/A	N/A	A		1	35	-	630	1980	950	66.3%
2/2	Clickers Way Eastbound Right	U	N/A	N/A	C		1	21	-	358	1842	540	66.3%
3/2+3/1	B581 Elmesthorpe lane Left Right	U	N/A	N/A	E D		1	13:37	-	520	1828:1905	285+812	47.4 : 47.4%
4/1		U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	455	Inf	Inf	0.0%

Full Input Data And Results

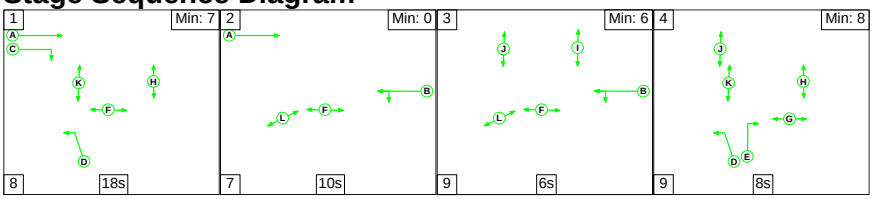
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47 / B581 Station Road	**-**	**-**	**0**	**0**	**0**	**11.6**	**3.7**	**0.0**	**15.3**	**-**	**-**	**-**	**-**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**11.6**	**3.7**	**0.0**	**15.3**	**-**	**-**	**-**	**-**
1/1	388	388	-	-	-	2.2	0.7	-	3.0	27.7	6.7	0.7	7.4
1/2	388	388	-	-	-	2.2	0.6	-	2.8	26.0	6.6	0.6	7.2
2/1	630	630	-	-	-	2.6	1.0	-	3.6	20.5	10.0	1.0	11.0
2/2	358	358	-	-	-	2.3	1.0	-	3.3	33.0	6.5	1.0	7.4
3/2+3/1	520	520	-	-	-	2.2	0.5	-	2.7 (1.1+1.6)	18.5 (29.9:14.6)	4.9	0.5	5.4
4/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 35.8 Total Delay for Signalled Lanes (pcuHr): 15.33 Cycle Time (s): 75
PRC Over All Lanes (%): 35.8 Total Delay Over All Lanes(pcuHr): 15.33

Full Input Data And Results

Scenario 7: '2026 WDWSWMEVB AM' (FG7: '2026 WDWSWMEVB AM', Plan 1: 'Stage Sequence 1')

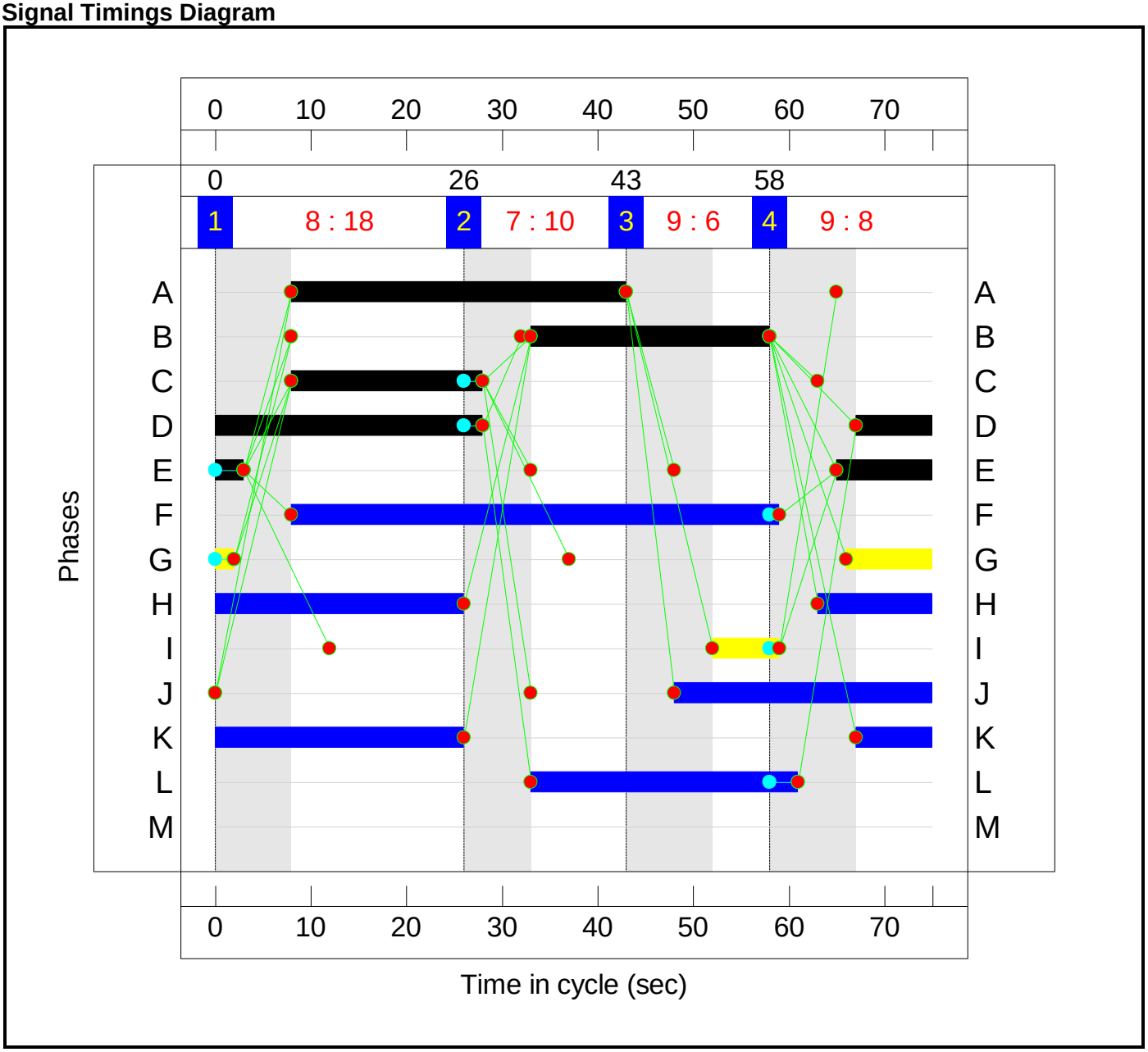
Stage Sequence Diagram



Stage Timings

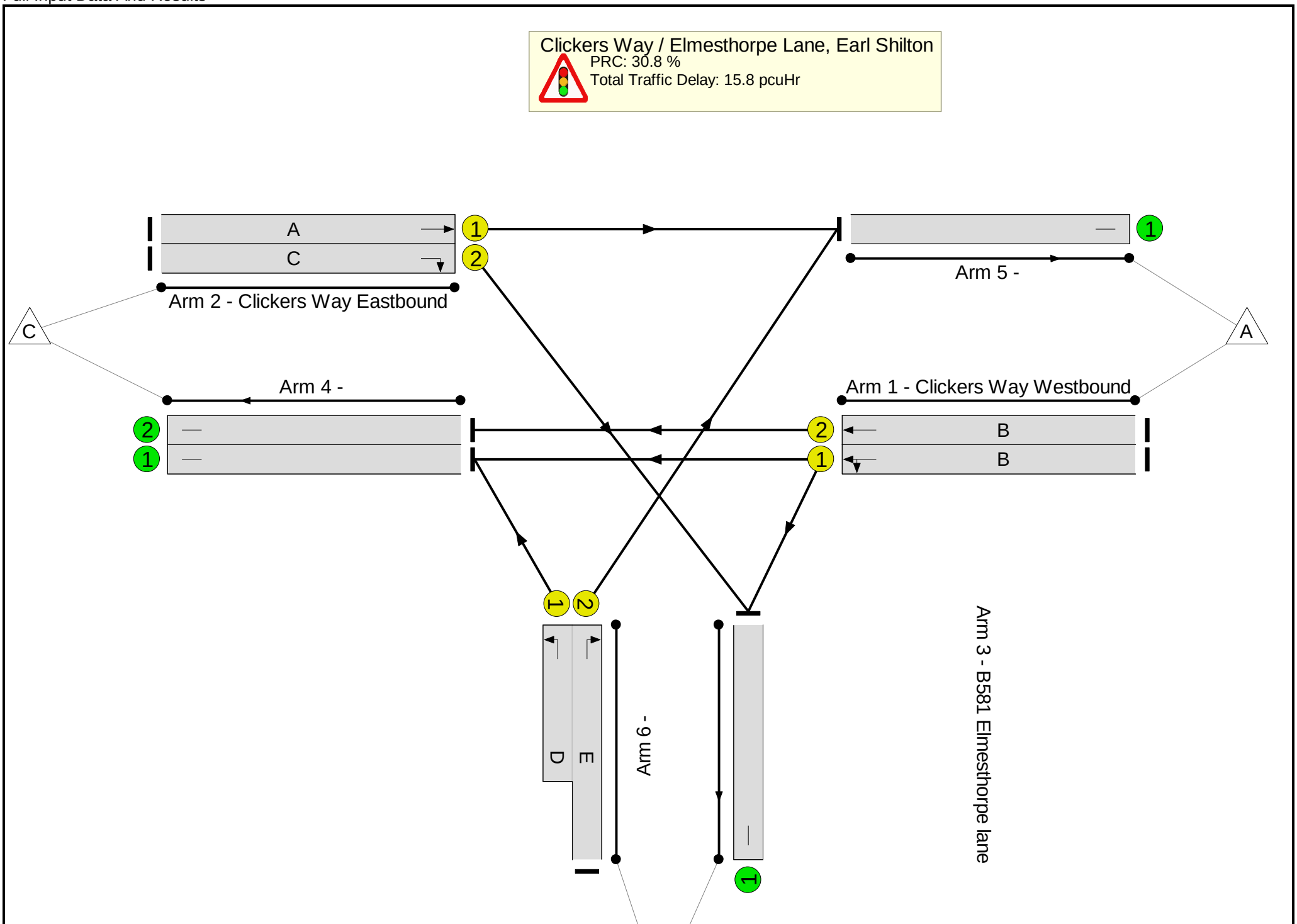
Stage	1	2	3	4
Duration	18	10	6	8
Change Point	0	26	43	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Clickers Way / Elmesthorpe Lane, Earl Shilton
PRC: 30.8 %
Total Traffic Delay: 15.8 pcuHr
A
C
Arm 2 - Clickers Way Eastbound
Arm 5 -
Arm 4 -
Arm 1 - Clickers Way Westbound
B
B
Arm 6 -
Arm 3 - B581 Elmesthorpe lane
D
E
C
A

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47 / B581 Station Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.8%**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.8%**
1/1	Clickers Way Westbound Ahead Left	U	N/A	N/A	B		1	25	-	454	1936	671	67.6%
1/2	Clickers Way Westbound Ahead	U	N/A	N/A	B		1	25	-	453	2120	735	61.6%
2/1	Clickers Way Eastbound Ahead	U	N/A	N/A	A		1	35	-	642	1980	950	67.6%
2/2	Clickers Way Eastbound Right	U	N/A	N/A	C		1	20	-	355	1842	516	68.8%
3/2+3/1	B581 Elmesthorpe lane Left Right	U	N/A	N/A	E D		1	13:36	-	343	1828:1905	232+815	32.8 : 32.8%
4/1		U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%

Full Input Data And Results

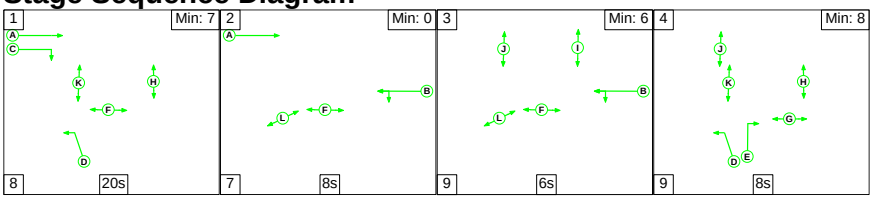
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47 / B581 Station Road	**-**	**-**	**0**	**0**	**0**	**11.6**	**4.2**	**0.0**	**15.8**	**-**	**-**	**-**	**-**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**11.6**	**4.2**	**0.0**	**15.8**	**-**	**-**	**-**	**-**
1/1	454	454	-	-	-	2.6	1.0	-	3.7	29.1	8.1	1.0	9.1
1/2	453	453	-	-	-	2.6	0.8	-	3.4	26.7	7.8	0.8	8.6
2/1	642	642	-	-	-	2.7	1.0	-	3.7	20.8	10.2	1.0	11.2
2/2	355	355	-	-	-	2.4	1.1	-	3.5	35.1	6.5	1.1	7.6
3/2+3/1	343	343	-	-	-	1.4	0.2	-	1.6 (0.6+1.0)	17.0 (28.5:13.8)	3.3	0.2	3.5
4/1	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 30.8 Total Delay for Signalled Lanes (pcuHr): 15.83 Cycle Time (s): 75
PRC Over All Lanes (%): 30.8 Total Delay Over All Lanes(pcuHr): 15.83

Full Input Data And Results

Scenario 8: '2026 WDWSWMEVB PM' (FG8: '2026 WDWSWMEVB PM', Plan 1: 'Stage Sequence 1')

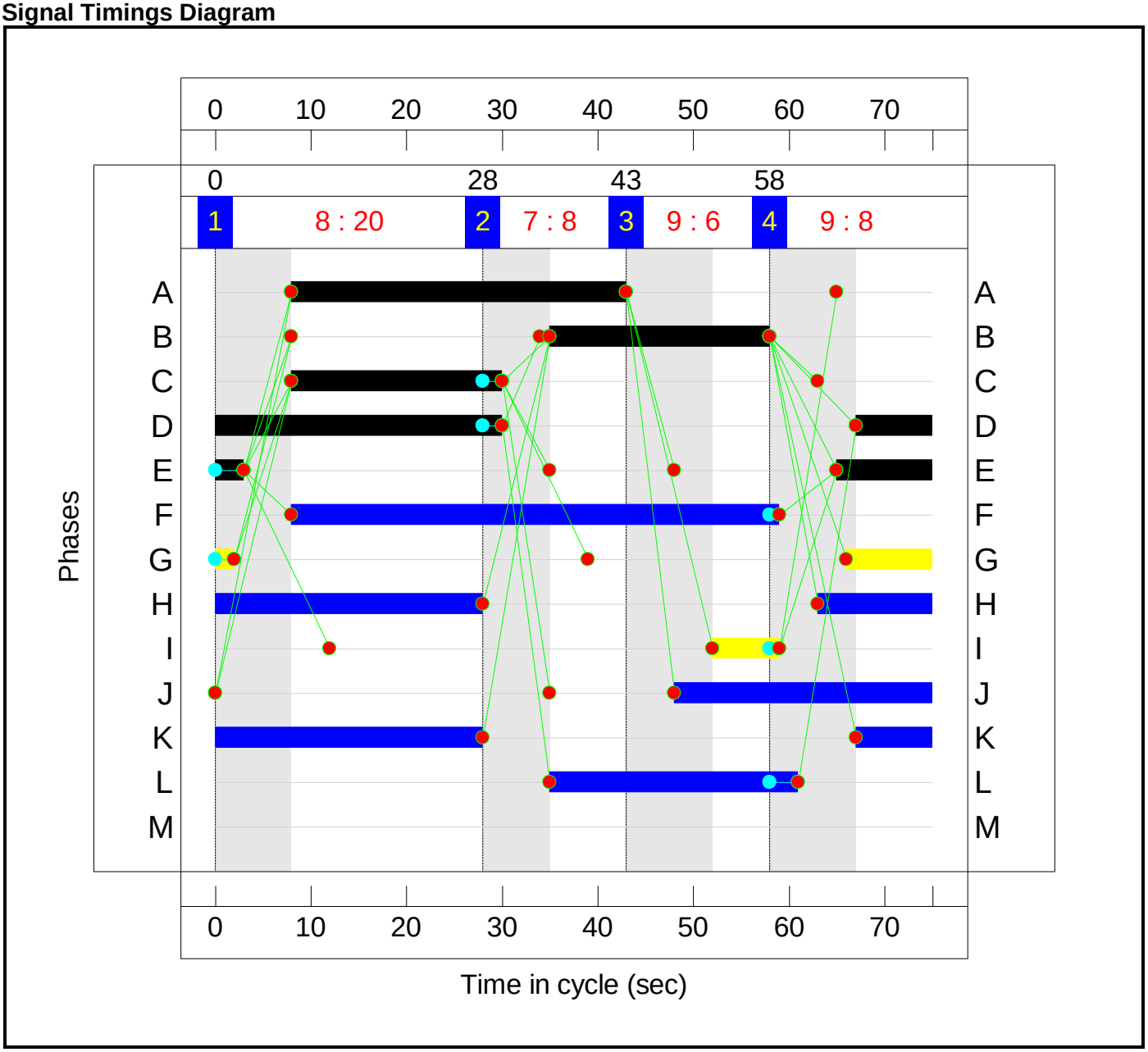
Stage Sequence Diagram



Stage Timings

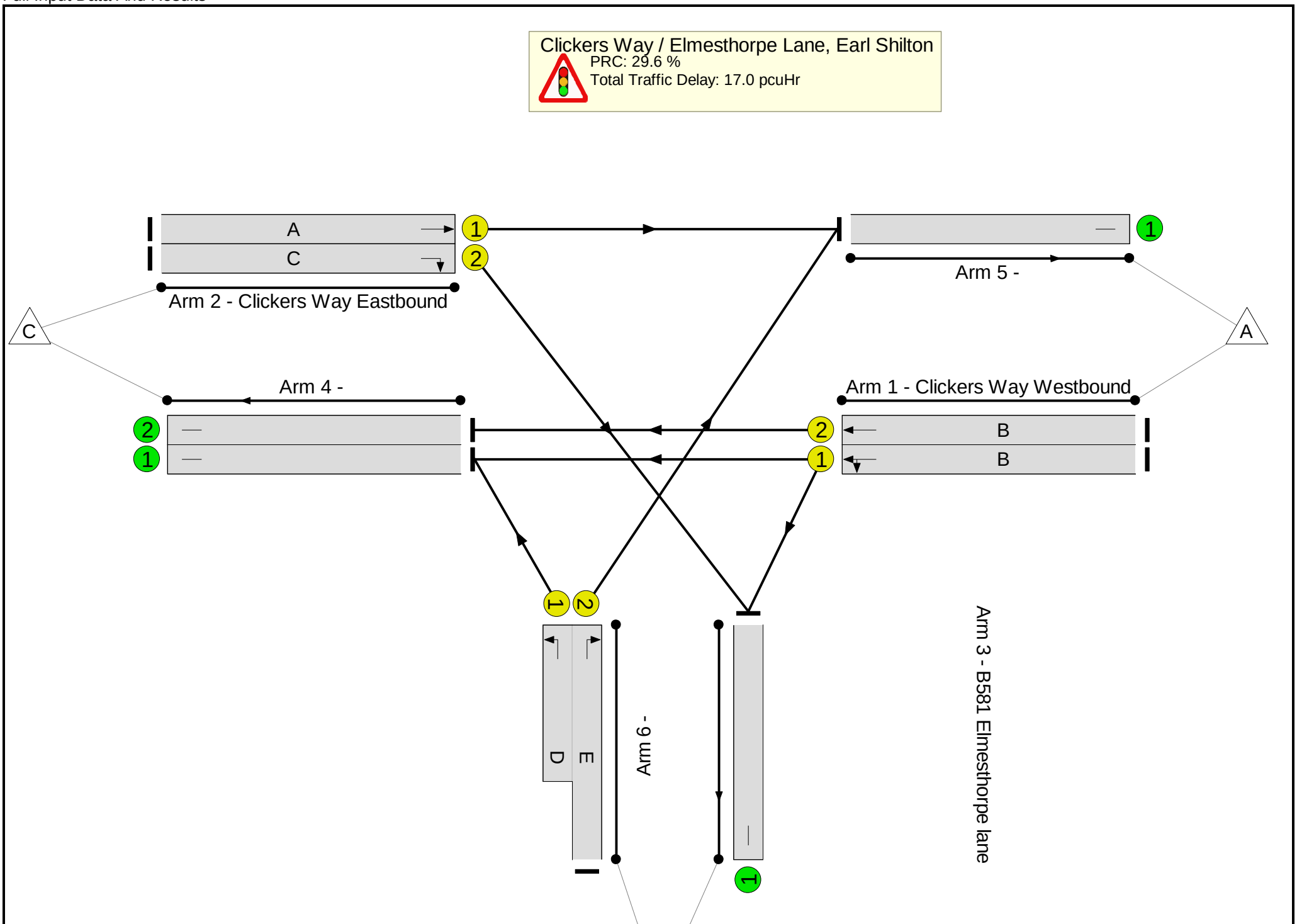
Stage	1	2	3	4
Duration	20	8	6	8
Change Point	0	28	43	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Clickers Way / Elmesthorpe Lane, Earl Shilton
PRC: 29.6 %
Total Traffic Delay: 17.0 pcuHr
A
C
1
2
Arm 2 - Clickers Way Eastbound
Arm 5 -
C
A
Arm 4 -
Arm 1 - Clickers Way Westbound
B
B
D
E
Arm 6 -
Arm 3 - B581 Elmesthorpe lane

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: A47 / B581 Station Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.4%**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.4%**
1/1	Clickers Way Westbound Ahead Left	U	N/A	N/A	B		1	23	-	405	1941	621	65.2%
1/2	Clickers Way Westbound Ahead	U	N/A	N/A	B		1	23	-	404	2120	678	59.6%
2/1	Clickers Way Eastbound Ahead	U	N/A	N/A	A		1	35	-	660	1980	950	69.4%
2/2	Clickers Way Eastbound Right	U	N/A	N/A	C		1	22	-	381	1842	565	67.4%
3/2+3/1	B581 Elmesthorpe lane Left Right	U	N/A	N/A	E D		1	13:38	-	595	1828:1905	317+818	52.4 : 52.4%
4/1		U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	404	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	826	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%

Full Input Data And Results

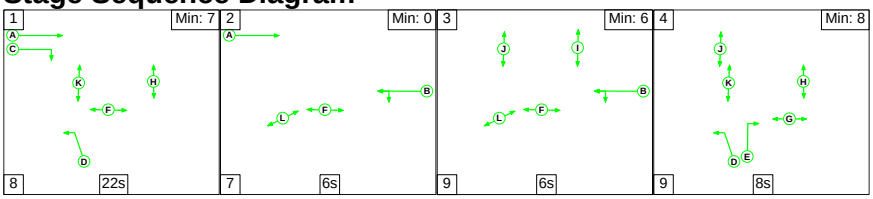
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47 / B581 Station Road	**-**	**-**	**0**	**0**	**0**	**12.7**	**4.4**	**0.0**	**17.0**	**-**	**-**	**-**	**-**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**12.7**	**4.4**	**0.0**	**17.0**	**-**	**-**	**-**	**-**
1/1	405	405	-	-	-	2.5	0.9	-	3.4	30.2	7.2	0.9	8.1
1/2	404	404	-	-	-	2.4	0.7	-	3.1	27.9	7.1	0.7	7.8
2/1	660	660	-	-	-	2.8	1.1	-	3.9	21.4	10.6	1.1	11.8
2/2	381	381	-	-	-	2.4	1.0	-	3.4	32.4	6.9	1.0	7.9
3/2+3/1	595	595	-	-	-	2.6	0.5	-	3.1 (1.4+1.7)	19.0 (30.6:14.5)	5.5	0.5	6.0
4/1	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 29.6 Total Delay for Signalled Lanes (pcuHr): 17.02 Cycle Time (s): 75
PRC Over All Lanes (%): 29.6 Total Delay Over All Lanes(pcuHr): 17.02

Full Input Data And Results

Scenario 9: '2036 WoDWoS AM' (FG9: '2036 WoDWoS AM', Plan 1: 'Stage Sequence 1')

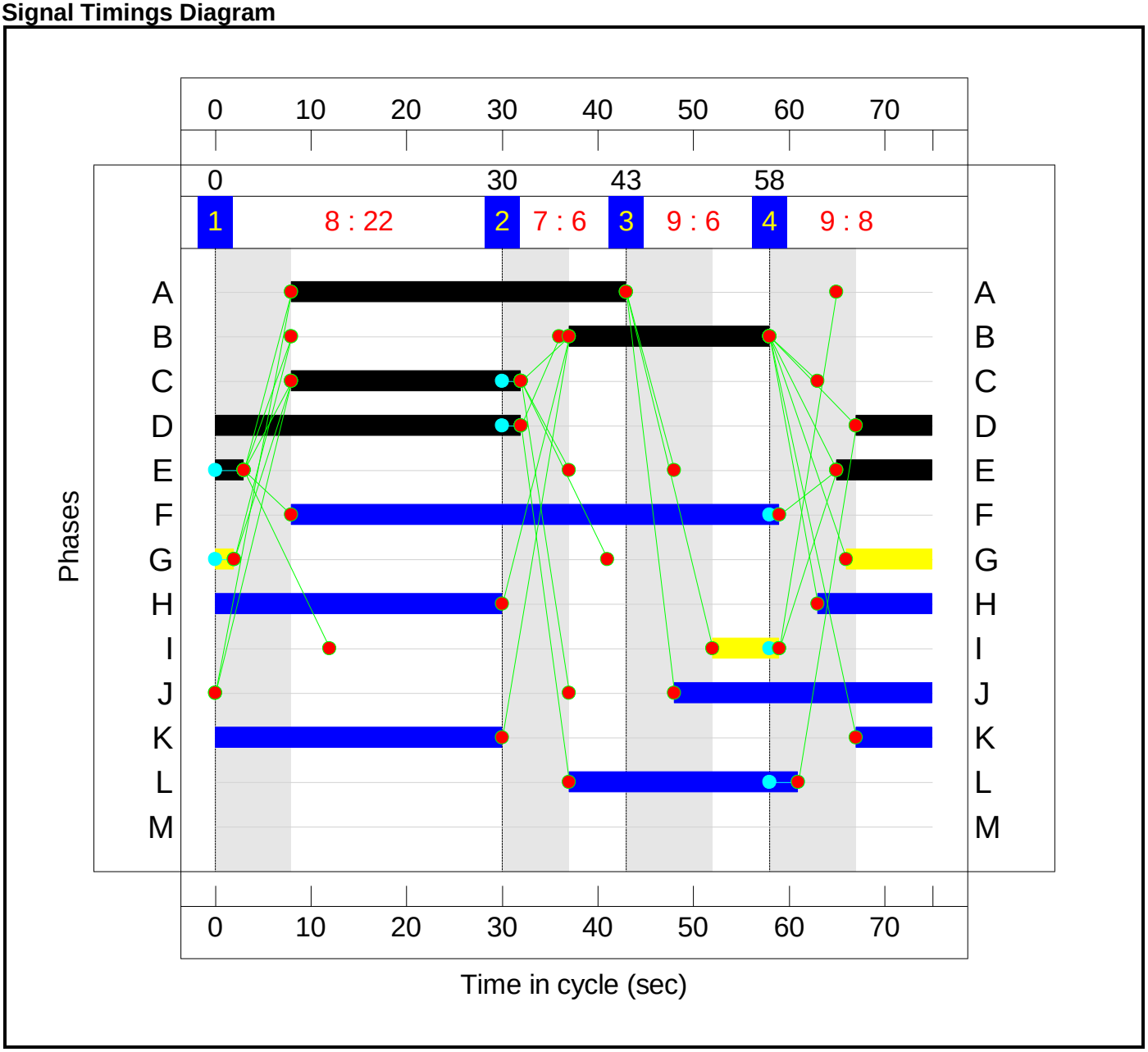
Stage Sequence Diagram



Stage Timings

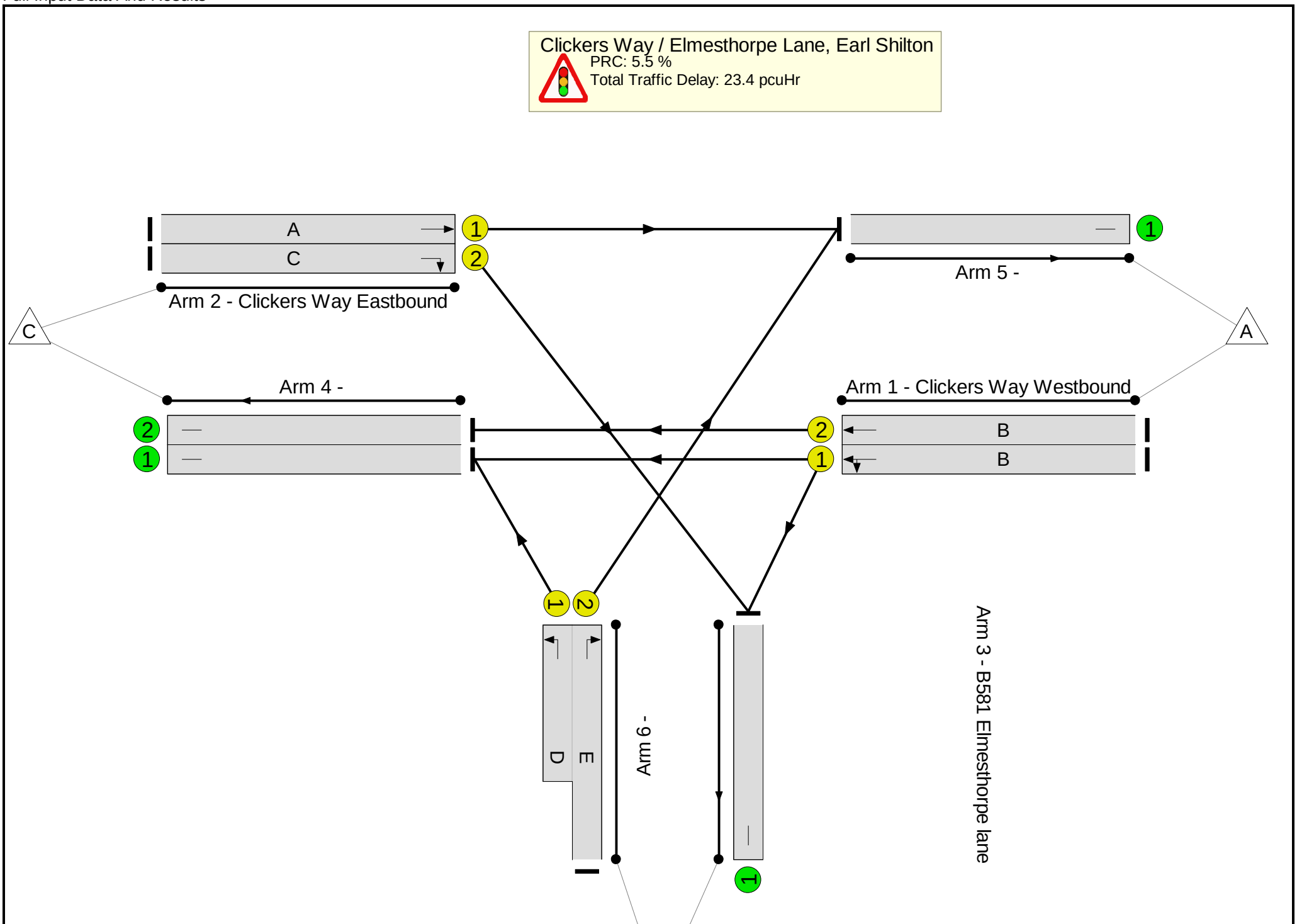
Stage	1	2	3	4
Duration	22	6	6	8
Change Point	0	30	43	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Clickers Way / Elmesthorpe Lane, Earl Shilton
PRC: 5.5 %
Total Traffic Delay: 23.4 pcuHr
A
C
1
2
Arm 2 - Clickers Way Eastbound
Arm 5 -
C
A
Arm 4 -
Arm 1 - Clickers Way Westbound
B
B
D
E
Arm 6 -
Arm 3 - B581 Elmesthorpe lane

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47 / B581 Station Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.3%**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.3%**
1/1	Clickers Way Westbound Ahead Left	U	N/A	N/A	B		1	21	-	480	1919	563	85.3%
1/2	Clickers Way Westbound Ahead	U	N/A	N/A	B		1	21	-	479	2120	622	77.0%
2/1	Clickers Way Eastbound Ahead	U	N/A	N/A	A		1	35	-	693	1980	950	72.9%
2/2	Clickers Way Eastbound Right	U	N/A	N/A	C		1	24	-	523	1842	614	85.2%
3/2+3/1	B581 Elmesthorpe lane Left Right	U	N/A	N/A	E D		1	13:40	-	456	1828:1905	268+886	39.5 : 39.5%
4/1		U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	799	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%

Full Input Data And Results

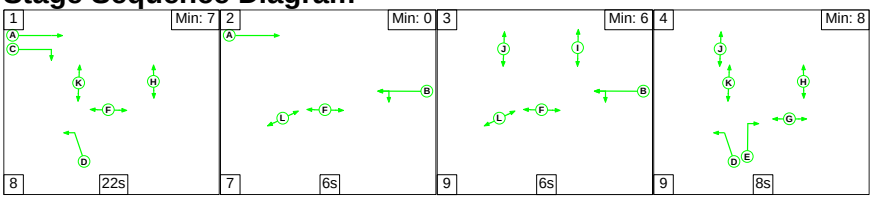
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47 / B581 Station Road	**-**	**-**	**0**	**0**	**0**	**14.6**	**8.7**	**0.0**	**23.4**	**-**	**-**	**-**	**-**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**14.6**	**8.7**	**0.0**	**23.4**	**-**	**-**	**-**	**-**
1/1	480	480	-	-	-	3.3	2.7	-	6.0	45.4	9.3	2.7	12.1
1/2	479	479	-	-	-	3.2	1.6	-	4.9	36.5	9.0	1.6	10.7
2/1	693	693	-	-	-	3.0	1.3	-	4.3	22.5	11.4	1.3	12.7
2/2	523	523	-	-	-	3.4	2.7	-	6.1	41.9	10.0	2.7	12.7
3/2+3/1	456	456	-	-	-	1.7	0.3	-	2.0 (0.9+1.2)	16.0 (28.9:12.0)	4.0	0.3	4.3
4/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	799	799	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 5.5 Total Delay for Signalled Lanes (pcuHr): 23.36 Cycle Time (s): 75
PRC Over All Lanes (%): 5.5 Total Delay Over All Lanes(pcuHr): 23.36

Full Input Data And Results

Scenario 10: '2036 WoDWoS PM' (FG10: '2036 WoDWoS PM', Plan 1: 'Stage Sequence 1')

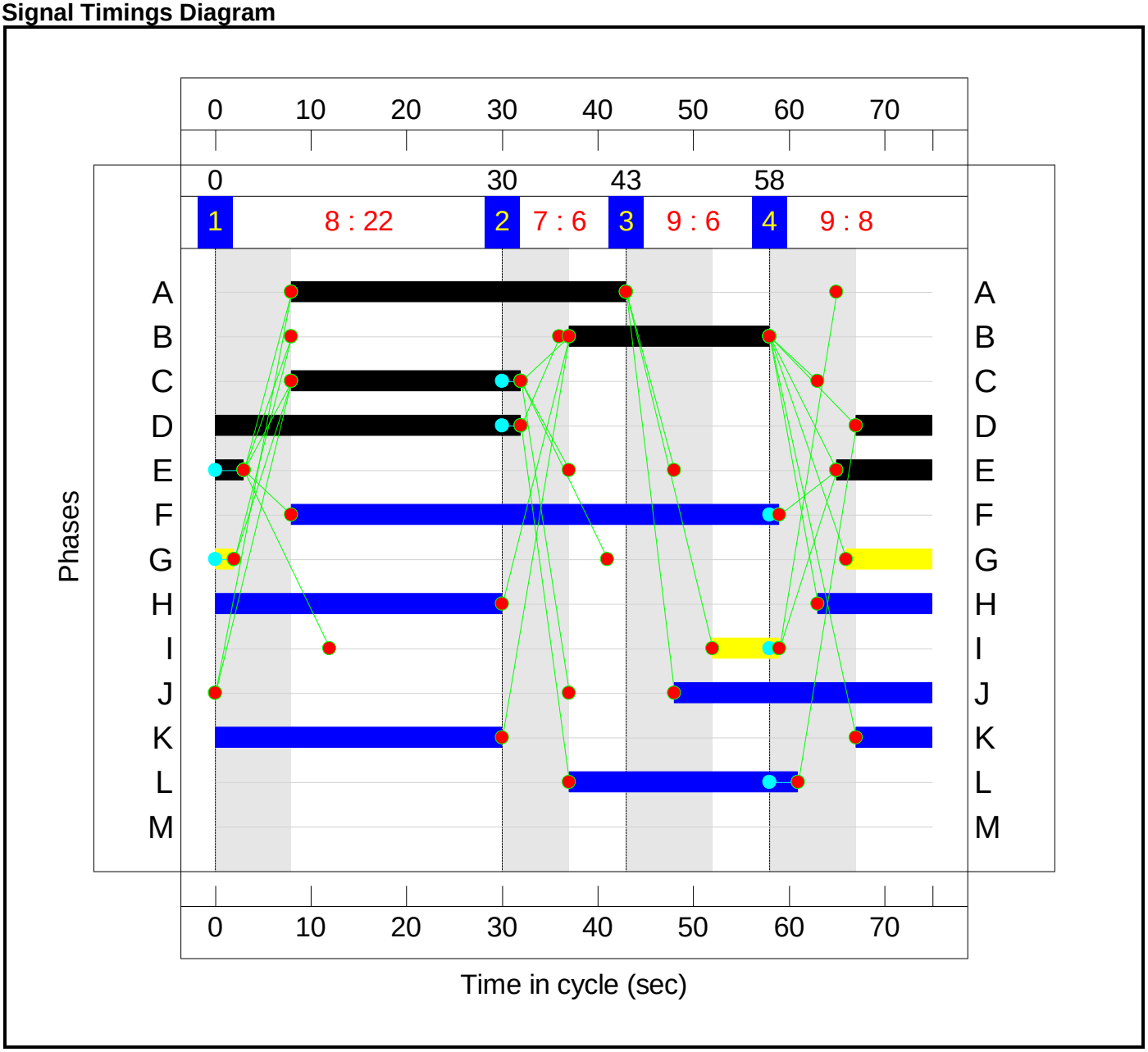
Stage Sequence Diagram



Stage Timings

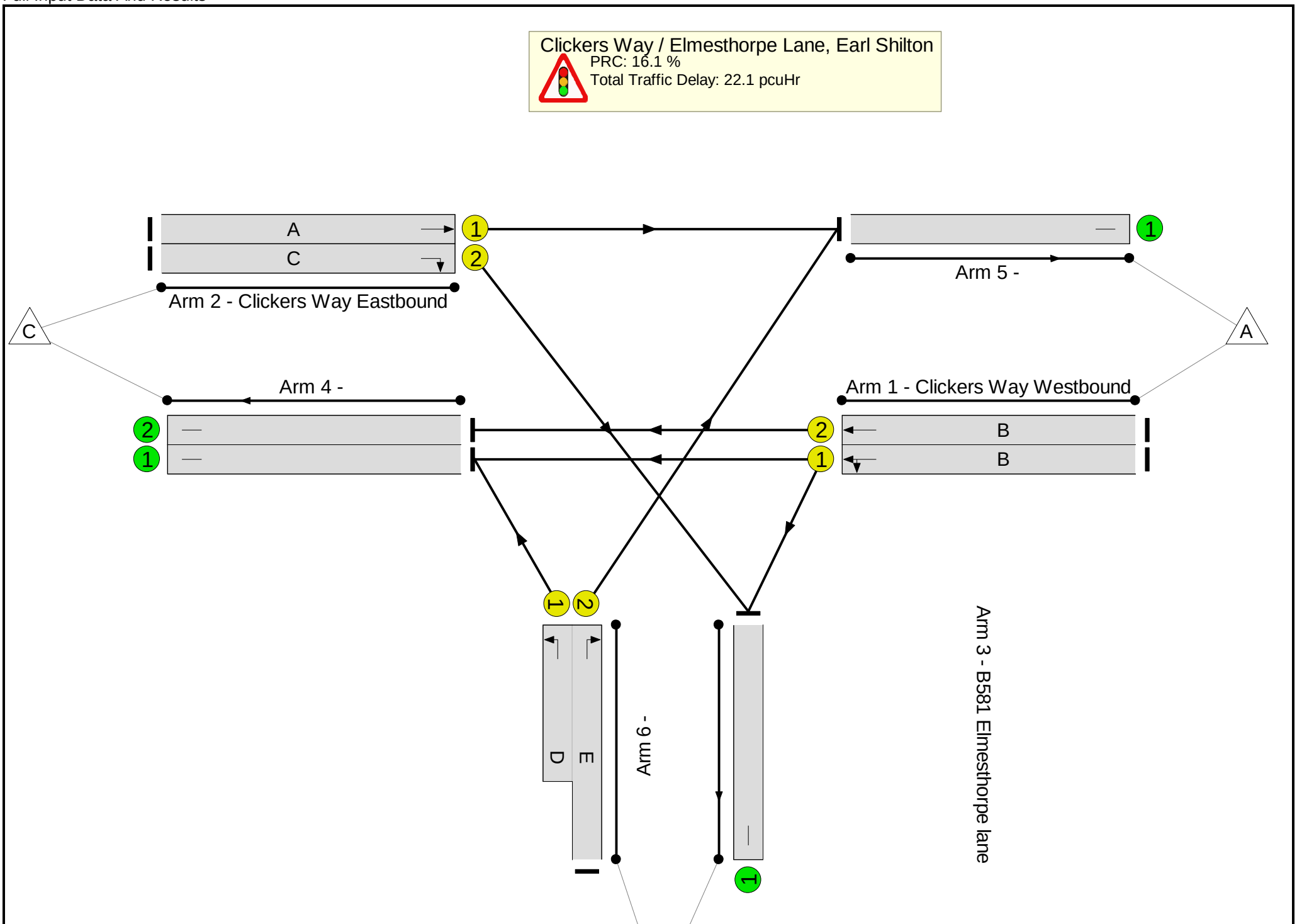
Stage	1	2	3	4
Duration	22	6	6	8
Change Point	0	30	43	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Clickers Way / Elmesthorpe Lane, Earl Shilton
PRC: 16.1 %
Total Traffic Delay: 22.1 pcuHr
A
C
1
2
Arm 2 - Clickers Way Eastbound
Arm 5 -
C
A
Arm 4 -
Arm 1 - Clickers Way Westbound
B
B
D
E
Arm 6 -
Arm 3 - B581 Elmesthorpe lane

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: A47 / B581 Station Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.5%**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.5%**
1/1	Clickers Way Westbound Ahead Left	U	N/A	N/A	B		1	21	-	442	1944	570	77.5%
1/2	Clickers Way Westbound Ahead	U	N/A	N/A	B		1	21	-	441	2120	622	70.9%
2/1	Clickers Way Eastbound Ahead	U	N/A	N/A	A		1	35	-	694	1980	950	73.0%
2/2	Clickers Way Eastbound Right	U	N/A	N/A	C		1	24	-	467	1842	614	76.1%
3/2+3/1	B581 Elmesthorpe lane Left Right	U	N/A	N/A	E D		1	13:40	-	810	1828:1905	266+887	70.2 : 70.2%
4/1		U	N/A	N/A	-		-	-	-	950	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	881	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%

Full Input Data And Results

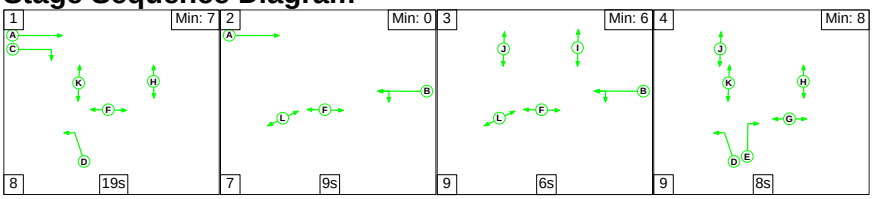
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47 / B581 Station Road	**-**	**-**	**0**	**0**	**0**	**15.2**	**6.9**	**0.0**	**22.1**	**-**	**-**	**-**	**-**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**15.2**	**6.9**	**0.0**	**22.1**	**-**	**-**	**-**	**-**
1/1	442	442	-	-	-	3.0	1.7	-	4.7	37.9	8.3	1.7	10.0
1/2	441	441	-	-	-	2.9	1.2	-	4.1	33.5	8.1	1.2	9.3
2/1	694	694	-	-	-	3.0	1.3	-	4.3	22.6	11.6	1.3	12.9
2/2	467	467	-	-	-	2.9	1.6	-	4.5	34.3	8.6	1.6	10.1
3/2+3/1	810	810	-	-	-	3.4	1.2	-	4.6 (1.7+2.9)	20.4 (32.8:16.7)	9.1	1.2	10.3
4/1	950	950	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	881	881	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 16.1 Total Delay for Signalled Lanes (pcuHr): 22.15 Cycle Time (s): 75
PRC Over All Lanes (%): 16.1 Total Delay Over All Lanes(pcuHr): 22.15

Full Input Data And Results

Scenario 11: '2036 WDWS AM' (FG11: '2036 WDWS AM', Plan 1: 'Stage Sequence 1')

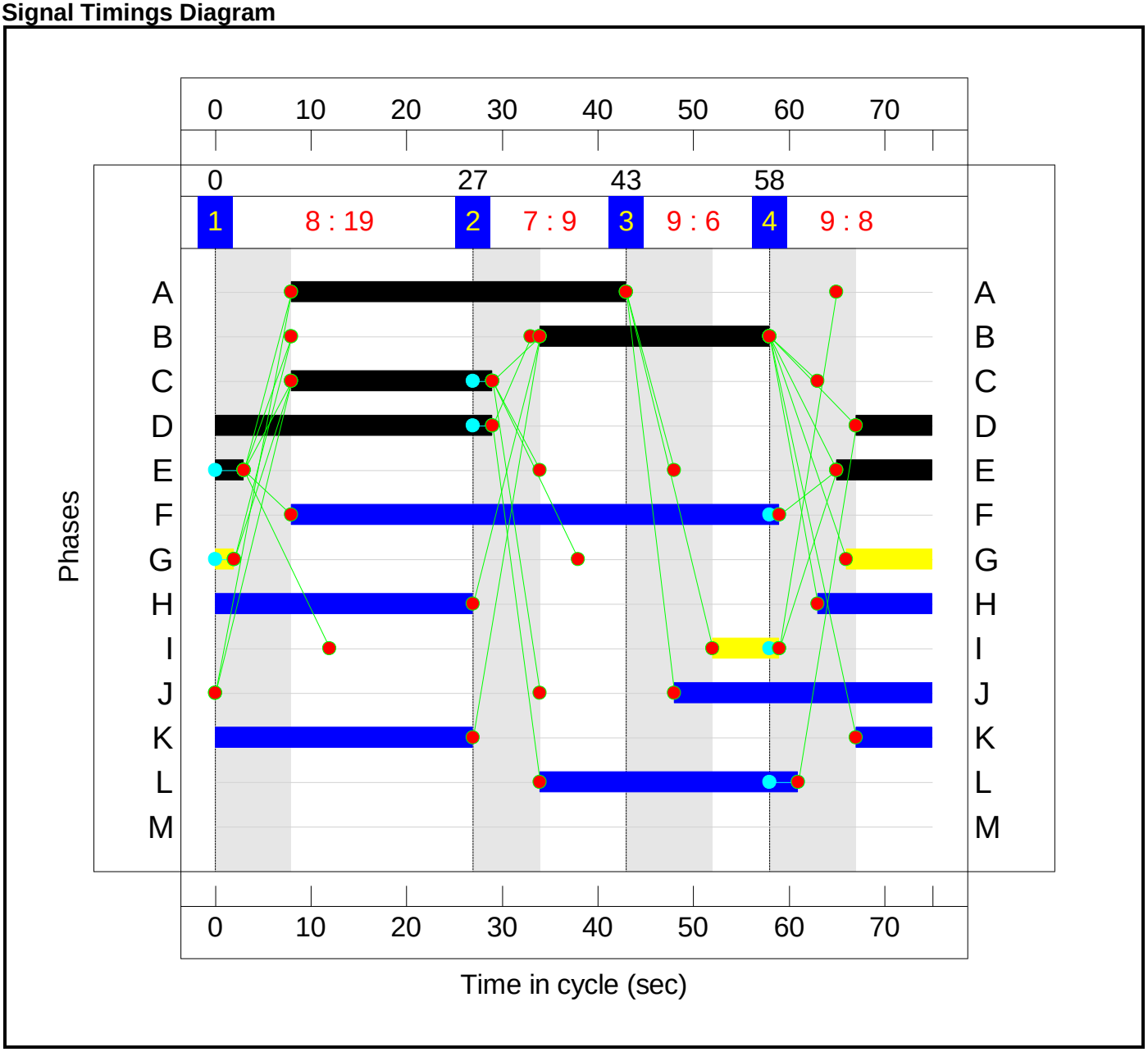
Stage Sequence Diagram



Stage Timings

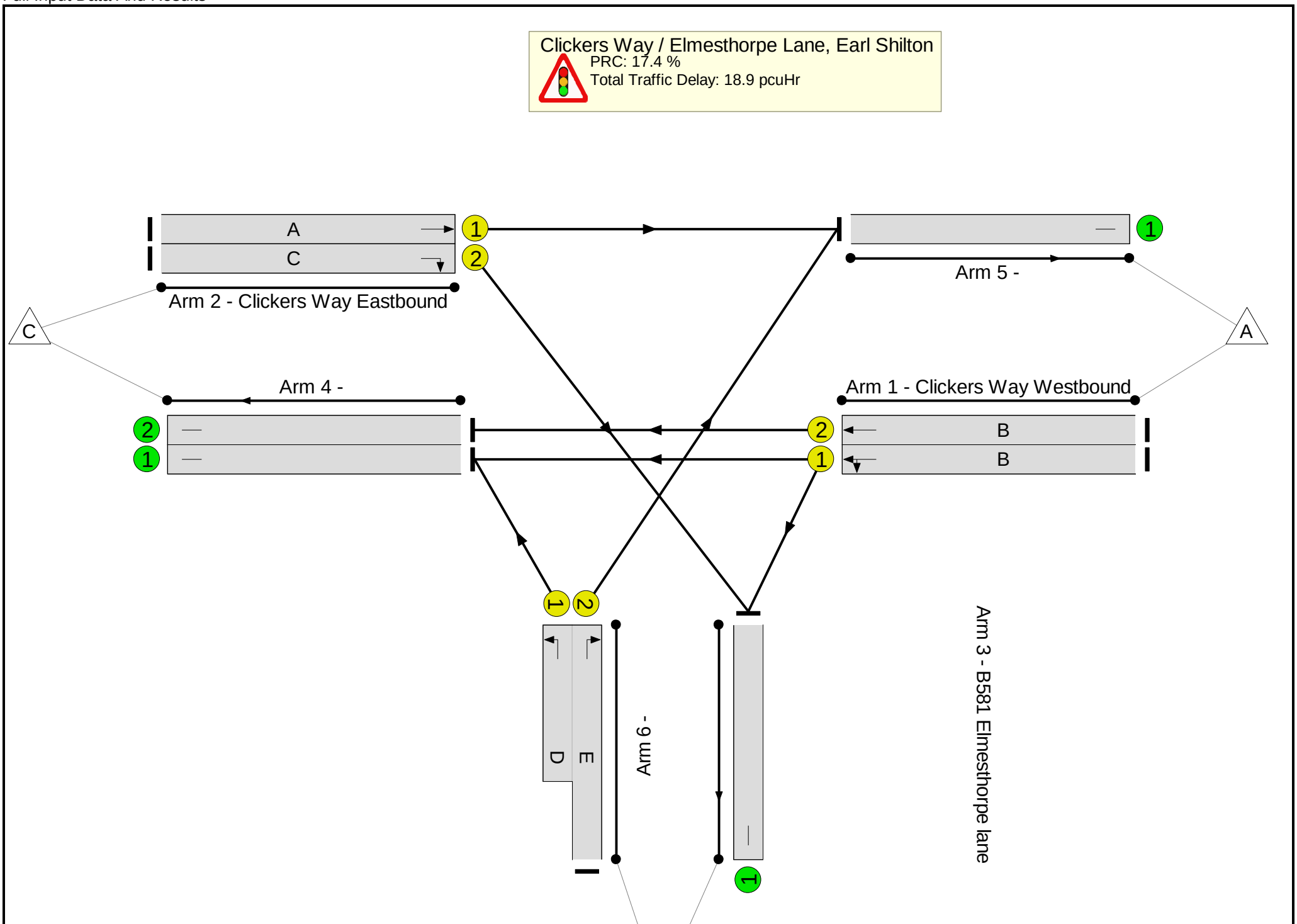
Stage	1	2	3	4
Duration	19	9	6	8
Change Point	0	27	43	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Clickers Way / Elmesthorpe Lane, Earl Shilton
PRC: 17.4 %
Total Traffic Delay: 18.9 pcuHr
A
C
Arm 2 - Clickers Way Eastbound
Arm 5 -
Arm 4 -
Arm 1 - Clickers Way Westbound
B
B
D
E
Arm 6 -
Arm 3 - B581 Elmesthorpe lane

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: A47 / B581 Station Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.7%**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.7%**
1/1	Clickers Way Westbound Ahead Left	U	N/A	N/A	B		1	24	-	493	1929	643	76.7%
1/2	Clickers Way Westbound Ahead	U	N/A	N/A	B		1	24	-	492	2120	707	69.6%
2/1	Clickers Way Eastbound Ahead	U	N/A	N/A	A		1	35	-	710	1980	950	74.7%
2/2	Clickers Way Eastbound Right	U	N/A	N/A	C		1	21	-	404	1842	540	74.8%
3/2+3/1	B581 Elmesthorpe lane Left Right	U	N/A	N/A	E D		1	13:37	-	313	1828:1905	252+828	29.0 : 29.0%
4/1		U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	783	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%

Full Input Data And Results

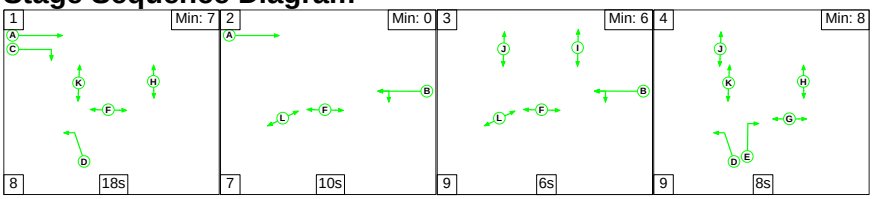
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47 / B581 Station Road	**-**	**-**	**0**	**0**	**0**	**13.1**	**5.9**	**0.0**	**18.9**	**-**	**-**	**-**	**-**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**13.1**	**5.9**	**0.0**	**18.9**	**-**	**-**	**-**	**-**
1/1	493	493	-	-	-	3.1	1.6	-	4.7	34.1	9.2	1.6	10.8
1/2	492	492	-	-	-	3.0	1.1	-	4.1	30.0	8.9	1.1	10.0
2/1	710	710	-	-	-	3.1	1.5	-	4.6	23.2	11.8	1.5	13.3
2/2	404	404	-	-	-	2.7	1.5	-	4.1	36.9	7.5	1.5	9.0
3/2+3/1	313	313	-	-	-	1.2	0.2	-	1.4 (0.6+0.9)	16.4 (28.2:12.8)	2.8	0.2	3.0
4/1	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 17.4 Total Delay for Signalled Lanes (pcuHr): 18.92 Cycle Time (s): 75
PRC Over All Lanes (%): 17.4 Total Delay Over All Lanes(pcuHr): 18.92

Full Input Data And Results

Scenario 12: '2036 WDWS PM' (FG12: '2036 WDWS PM', Plan 1: 'Stage Sequence 1')

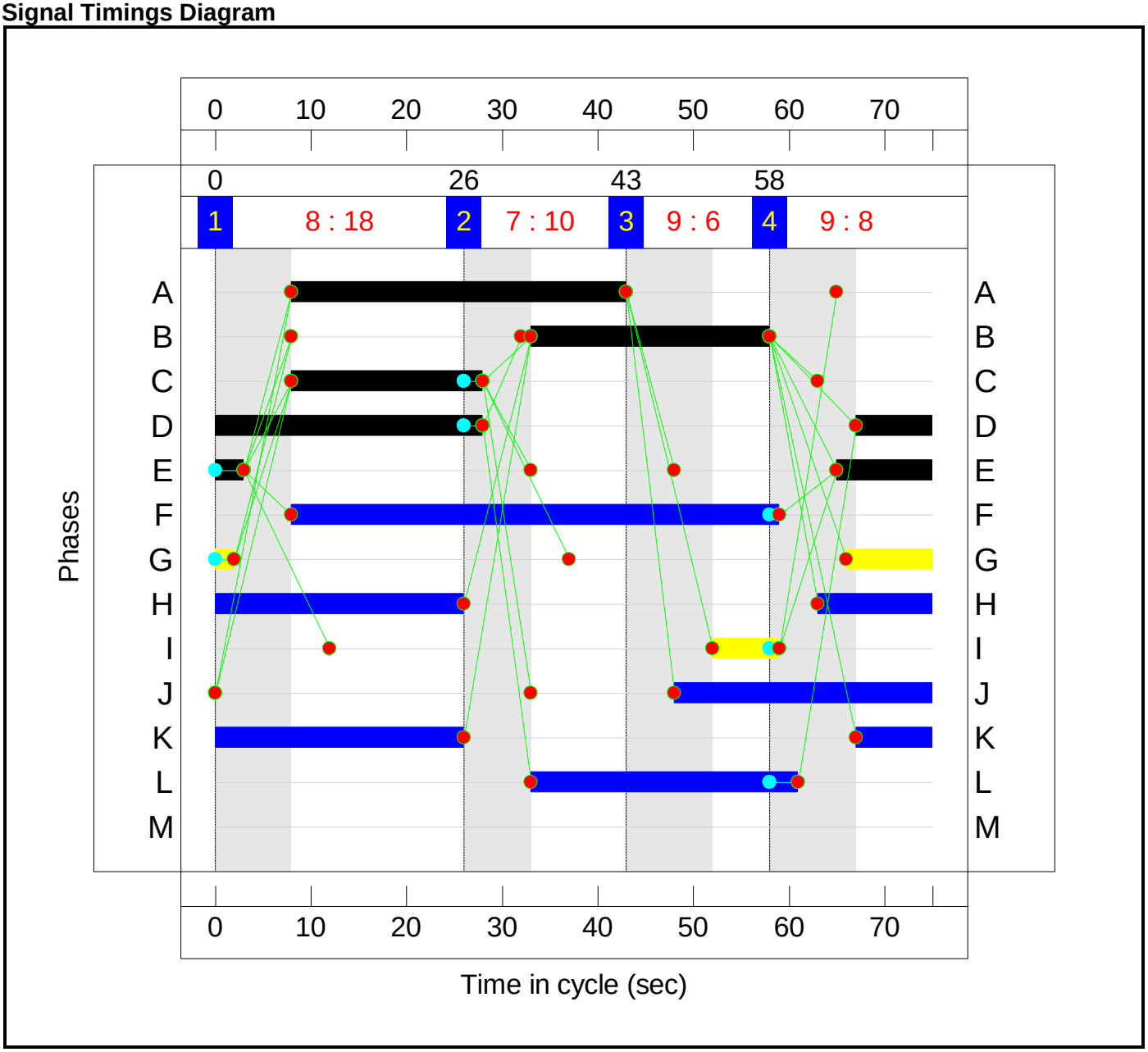
Stage Sequence Diagram



Stage Timings

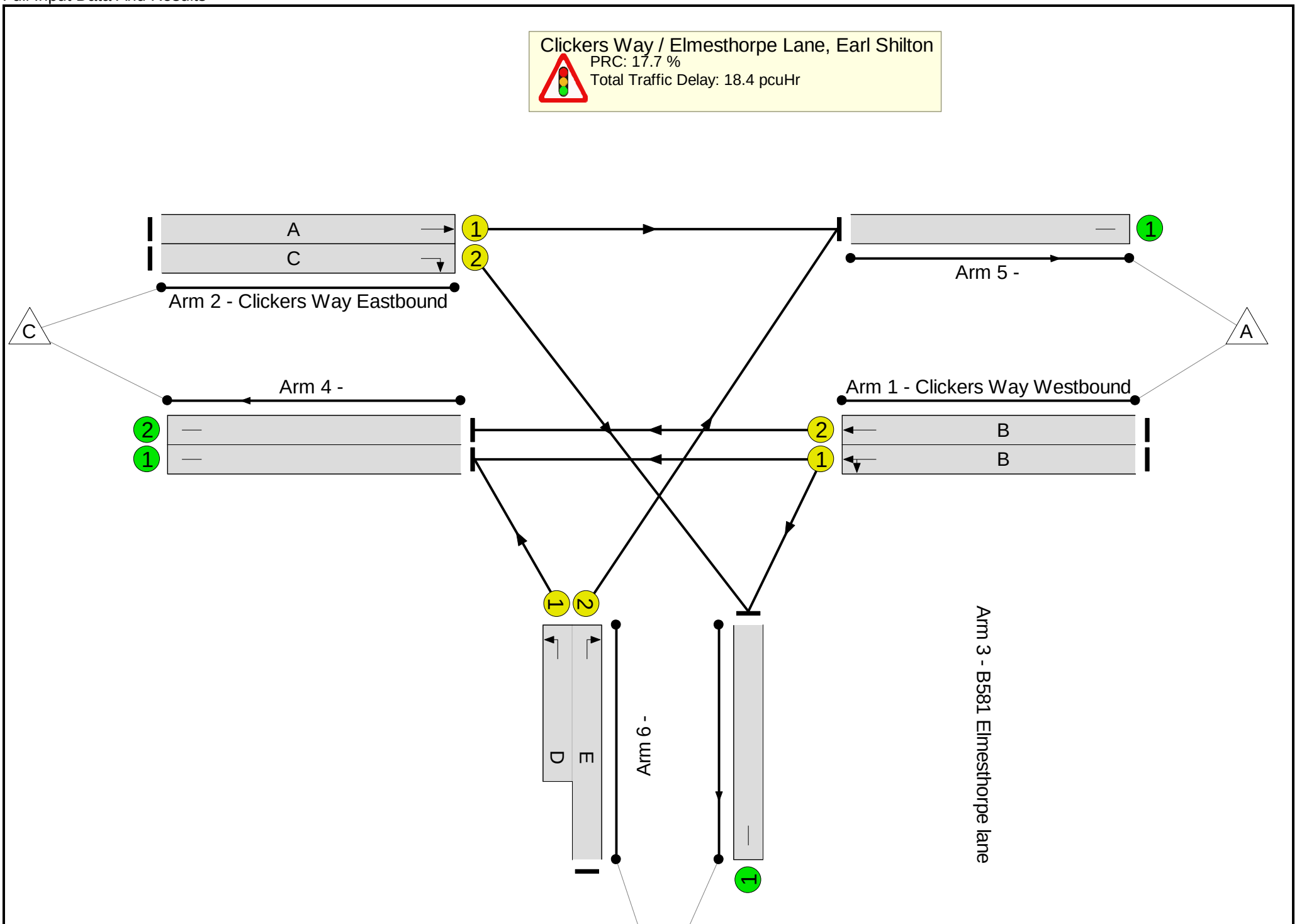
Stage	1	2	3	4
Duration	18	10	6	8
Change Point	0	26	43	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Clickers Way / Elmesthorpe Lane, Earl Shilton
PRC: 17.7 %
Total Traffic Delay: 18.4 pcuHr
A
C
1
2
Arm 2 - Clickers Way Eastbound
Arm 5 -
C
A
Arm 4 -
Arm 1 - Clickers Way Westbound
B
B
D
E
Arm 6 -
Arm 3 - B581 Elmesthorpe lane

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: A47 / B581 Station Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.5%**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.5%**
1/1	Clickers Way Westbound Ahead Left	U	N/A	N/A	B		1	25	-	434	1948	675	64.3%
1/2	Clickers Way Westbound Ahead	U	N/A	N/A	B		1	25	-	433	2120	735	58.9%
2/1	Clickers Way Eastbound Ahead	U	N/A	N/A	A		1	35	-	727	1980	950	76.5%
2/2	Clickers Way Eastbound Right	U	N/A	N/A	C		1	20	-	349	1842	516	67.7%
3/2+3/1	B581 Elmesthorpe lane Left Right	U	N/A	N/A	E D		1	13:36	-	644	1828:1905	293+786	59.6 : 59.6%
4/1		U	N/A	N/A	-		-	-	-	802	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	902	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%

Full Input Data And Results

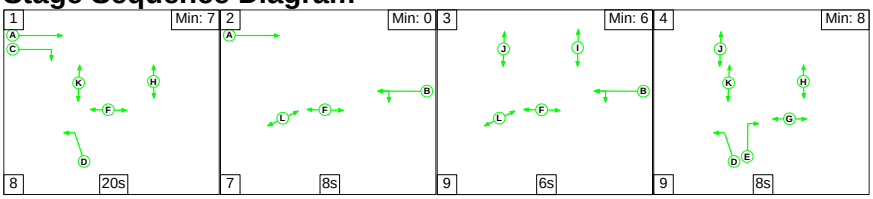
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47 / B581 Station Road	**-**	**-**	**0**	**0**	**0**	**13.5**	**5.0**	**0.0**	**18.4**	**-**	**-**	**-**	**-**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**13.5**	**5.0**	**0.0**	**18.4**	**-**	**-**	**-**	**-**
1/1	434	434	-	-	-	2.5	0.9	-	3.4	28.0	7.6	0.9	8.5
1/2	433	433	-	-	-	2.4	0.7	-	3.1	26.1	7.3	0.7	8.1
2/1	727	727	-	-	-	3.2	1.6	-	4.8	24.0	12.3	1.6	13.9
2/2	349	349	-	-	-	2.3	1.0	-	3.4	34.7	6.4	1.0	7.4
3/2+3/1	644	644	-	-	-	3.0	0.7	-	3.7 (1.5+2.2)	20.9 (31.6:16.9)	6.5	0.7	7.3
4/1	802	802	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	902	902	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 17.7 Total Delay for Signalled Lanes (pcuHr): 18.44 Cycle Time (s): 75
PRC Over All Lanes (%): 17.7 Total Delay Over All Lanes(pcuHr): 18.44

Full Input Data And Results

Scenario 13: '2036 WDWSWM AM' (FG13: '2036 WDWSWM AM', Plan 1: 'Stage Sequence 1')

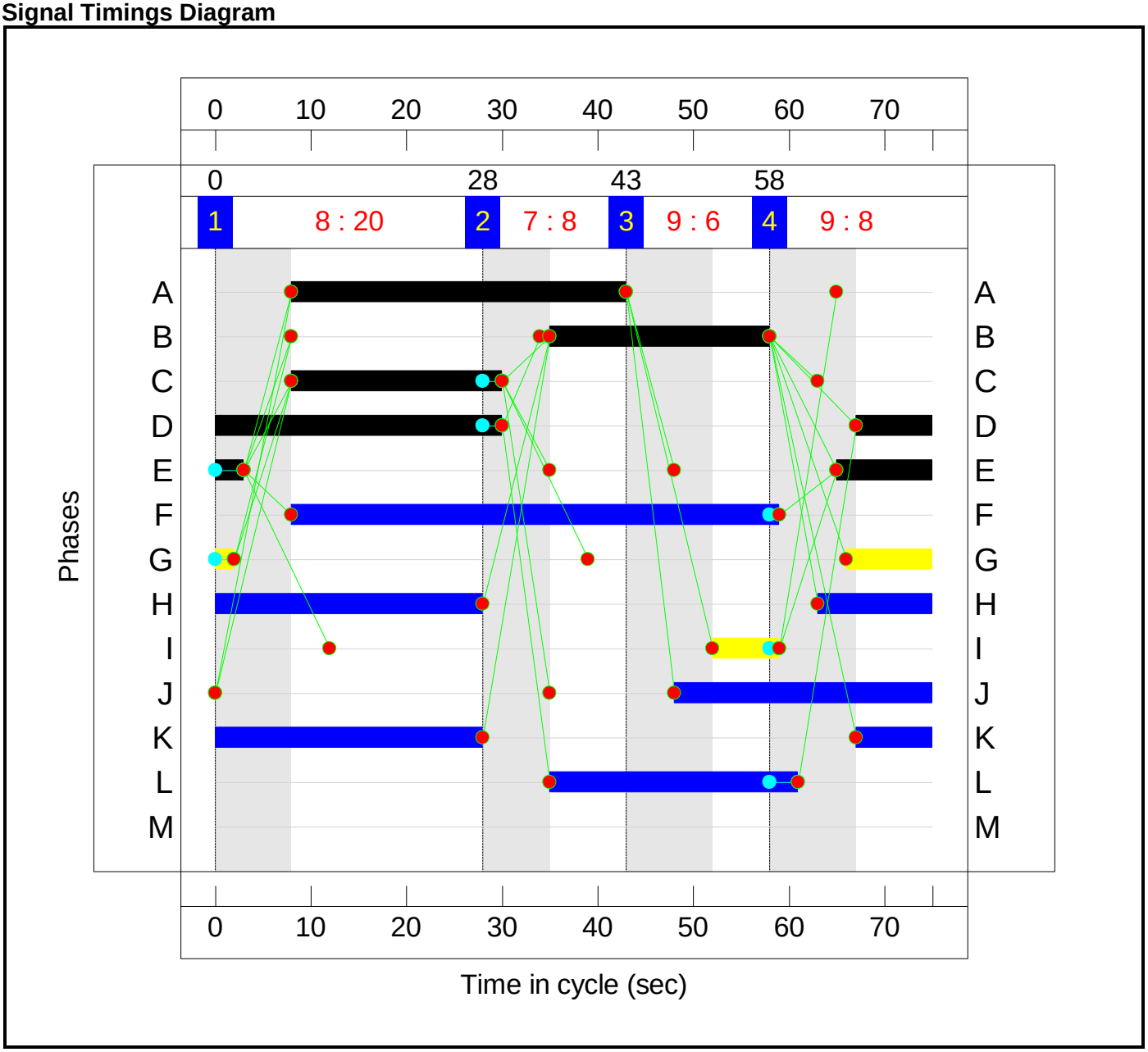
Stage Sequence Diagram



Stage Timings

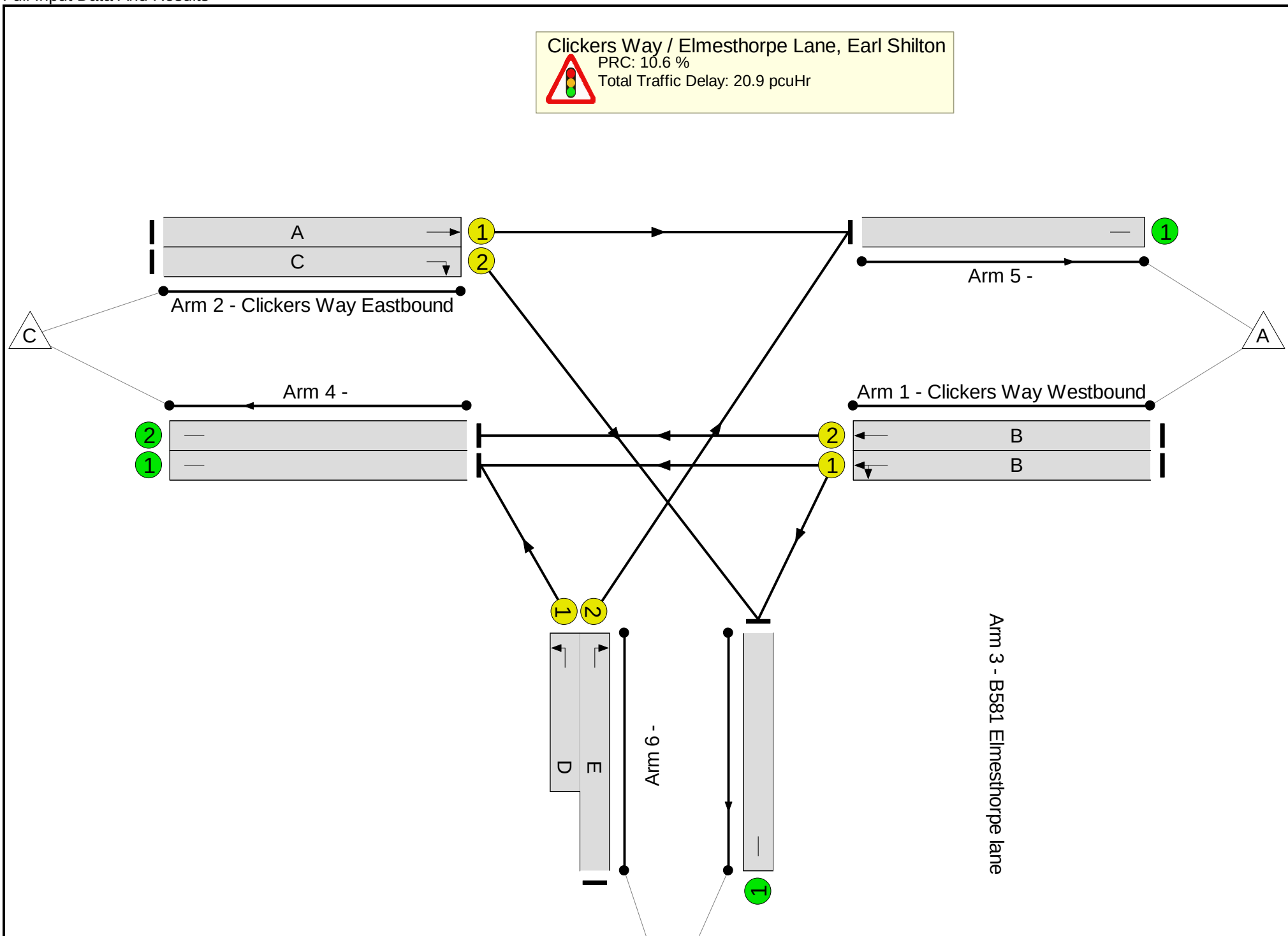
Stage	1	2	3	4
Duration	20	8	6	8
Change Point	0	28	43	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Clickers Way / Elmesthorpe Lane, Earl Shilton
PRC: 10.6 %
Total Traffic Delay: 20.9 pcuHr
A
C
1
2
Arm 2 - Clickers Way Eastbound
Arm 5 -
C
A
Arm 4 -
Arm 1 - Clickers Way Westbound
B
B
D
E
Arm 6 -
Arm 3 - B581 Elmesthorpe lane

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: A47 / B581 Station Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.4%**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.4%**
1/1	Clickers Way Westbound Ahead Left	U	N/A	N/A	B		1	23	-	502	1927	617	81.4%
1/2	Clickers Way Westbound Ahead	U	N/A	N/A	B		1	23	-	502	2120	678	74.0%
2/1	Clickers Way Eastbound Ahead	U	N/A	N/A	A		1	35	-	715	1980	950	75.2%
2/2	Clickers Way Eastbound Right	U	N/A	N/A	C		1	22	-	447	1842	565	79.1%
3/2+3/1	B581 Elmesthorpe lane Left Right	U	N/A	N/A	E D		1	13:38	-	337	1828:1905	255+848	30.5 : 30.5%
4/1		U	N/A	N/A	-		-	-	-	567	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	793	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%

Full Input Data And Results

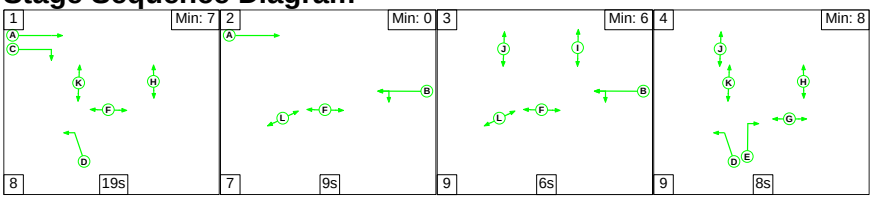
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47 / B581 Station Road	**-**	**-**	**0**	**0**	**0**	**13.8**	**7.1**	**0.0**	**20.9**	**-**	**-**	**-**	**-**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**13.8**	**7.1**	**0.0**	**20.9**	**-**	**-**	**-**	**-**
1/1	502	502	-	-	-	3.3	2.1	-	5.4	38.6	9.5	2.1	11.6
1/2	502	502	-	-	-	3.2	1.4	-	4.6	32.8	9.2	1.4	10.6
2/1	715	715	-	-	-	3.2	1.5	-	4.7	23.4	12.1	1.5	13.6
2/2	447	447	-	-	-	3.0	1.8	-	4.8	38.6	8.4	1.8	10.3
3/2+3/1	337	337	-	-	-	1.3	0.2	-	1.5 (0.6+0.9)	16.0 (28.3:12.4)	2.9	0.2	3.2
4/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	793	793	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 10.6 Total Delay for Signalled Lanes (pcuHr): 20.90 Cycle Time (s): 75
PRC Over All Lanes (%): 10.6 Total Delay Over All Lanes(pcuHr): 20.90

Full Input Data And Results

Scenario 14: '2036 WDWSWM PM' (FG14: '2036 WDWSWM PM', Plan 1: 'Stage Sequence 1')

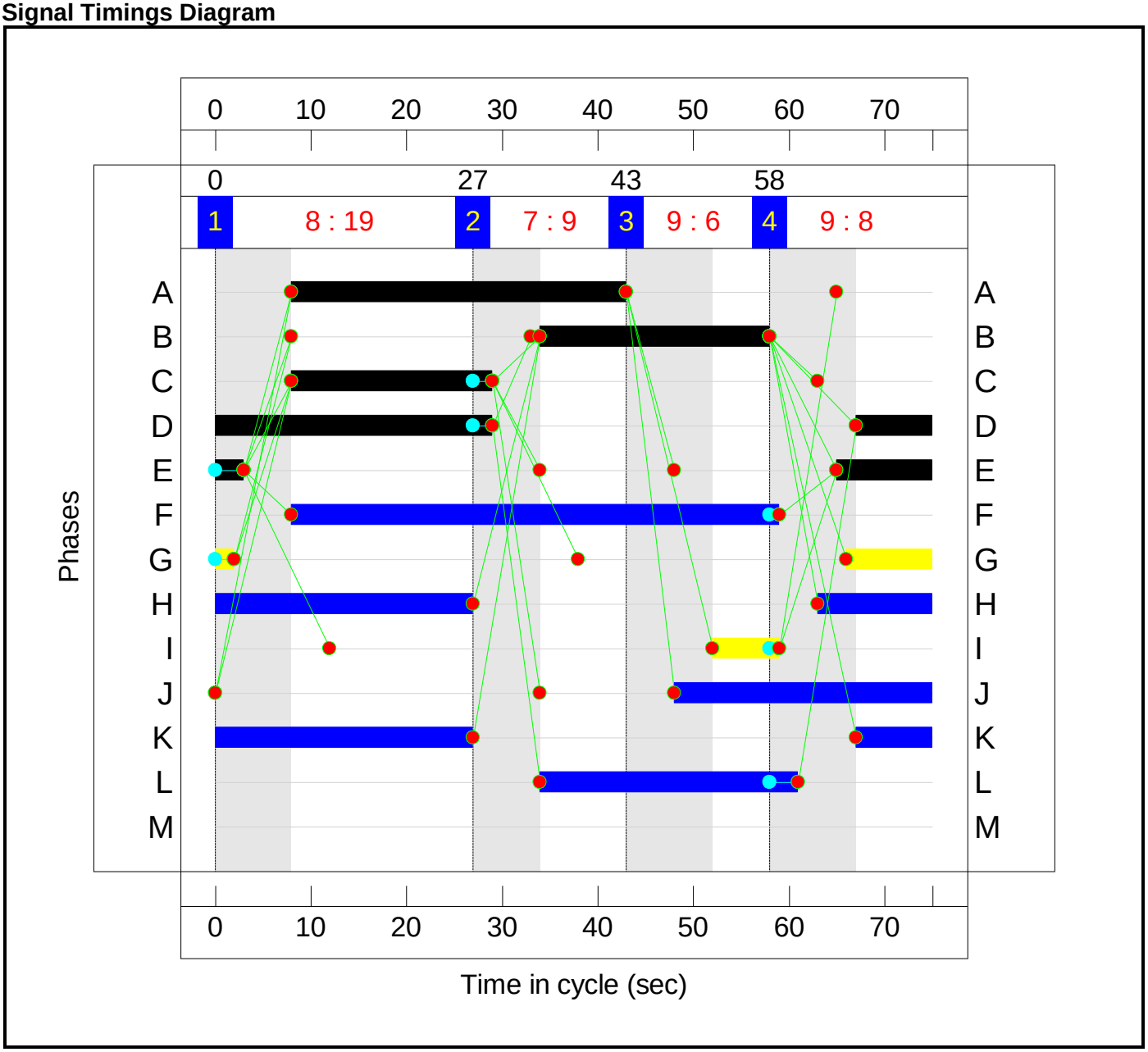
Stage Sequence Diagram



Stage Timings

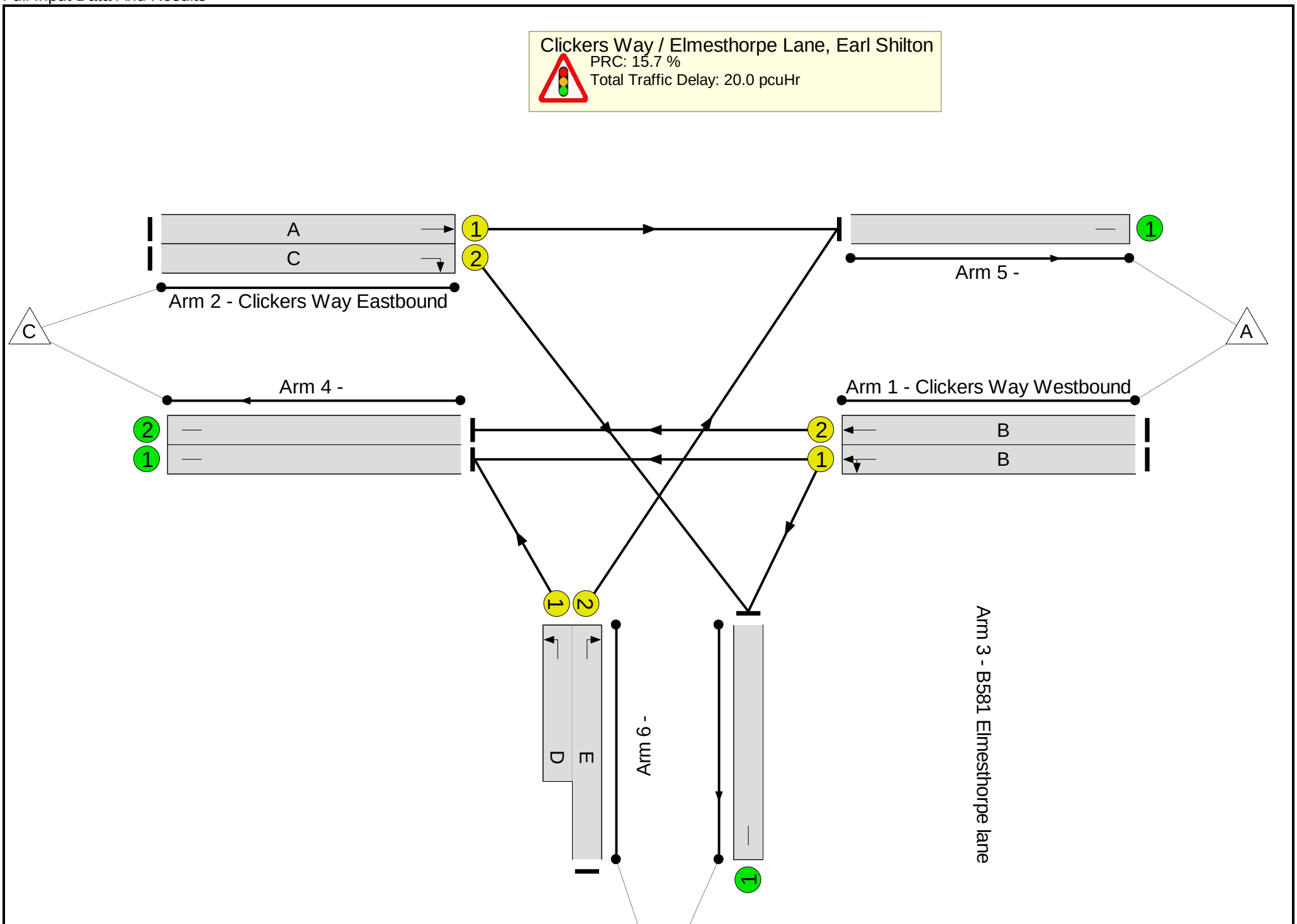
Stage	1	2	3	4
Duration	19	9	6	8
Change Point	0	27	43	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Clickers Way / Elmesthorpe Lane, Earl Shilton
PRC: 15.7 %
Total Traffic Delay: 20.0 pcuHr
A
C
1
2
Arm 2 - Clickers Way Eastbound
Arm 5 -
C
A
Arm 4 -
Arm 1 - Clickers Way Westbound
B
B
D
E
Arm 6 -
Arm 3 - B581 Elmesthorpe lane

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: A47 / B581 Station Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.8%**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.8%**
1/1	Clickers Way Westbound Ahead Left	U	N/A	N/A	B		1	24	-	447	1946	649	68.9%
1/2	Clickers Way Westbound Ahead	U	N/A	N/A	B		1	24	-	447	2120	707	63.3%
2/1	Clickers Way Eastbound Ahead	U	N/A	N/A	A		1	35	-	739	1980	950	77.8%
2/2	Clickers Way Eastbound Right	U	N/A	N/A	C		1	21	-	378	1842	540	70.0%
3/2+3/1	B581 Elmesthorpe lane Left Right	U	N/A	N/A	E D		1	13:37	-	697	1828:1905	298+806	63.2 : 63.2%
4/1		U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	927	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	486	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: A47 / B581 Station Road	**-**	**-**	**0**	**0**	**0**	**14.3**	**5.7**	**0.0**	**20.0**	**-**	**-**	**-**	**-**
Clickers Way / Elmesthorpe Lane, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**14.3**	**5.7**	**0.0**	**20.0**	**-**	**-**	**-**	**-**
1/1	447	447	-	-	-	2.7	1.1	-	3.8	30.5	7.9	1.1	9.0
1/2	447	447	-	-	-	2.6	0.9	-	3.5	28.0	7.8	0.9	8.7
2/1	739	739	-	-	-	3.3	1.7	-	5.0	24.6	12.7	1.7	14.4
2/2	378	378	-	-	-	2.5	1.1	-	3.6	34.5	6.9	1.1	8.1
3/2+3/1	697	697	-	-	-	3.2	0.9	-	4.1 (1.7+2.4)	21.0 (32.1:16.9)	7.1	0.9	7.9
4/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	927	927	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 15.7 Total Delay for Signalled Lanes (pcuHr): 19.98 Cycle Time (s): 75
PRC Over All Lanes (%): 15.7 Total Delay Over All Lanes(pcuHr): 19.98

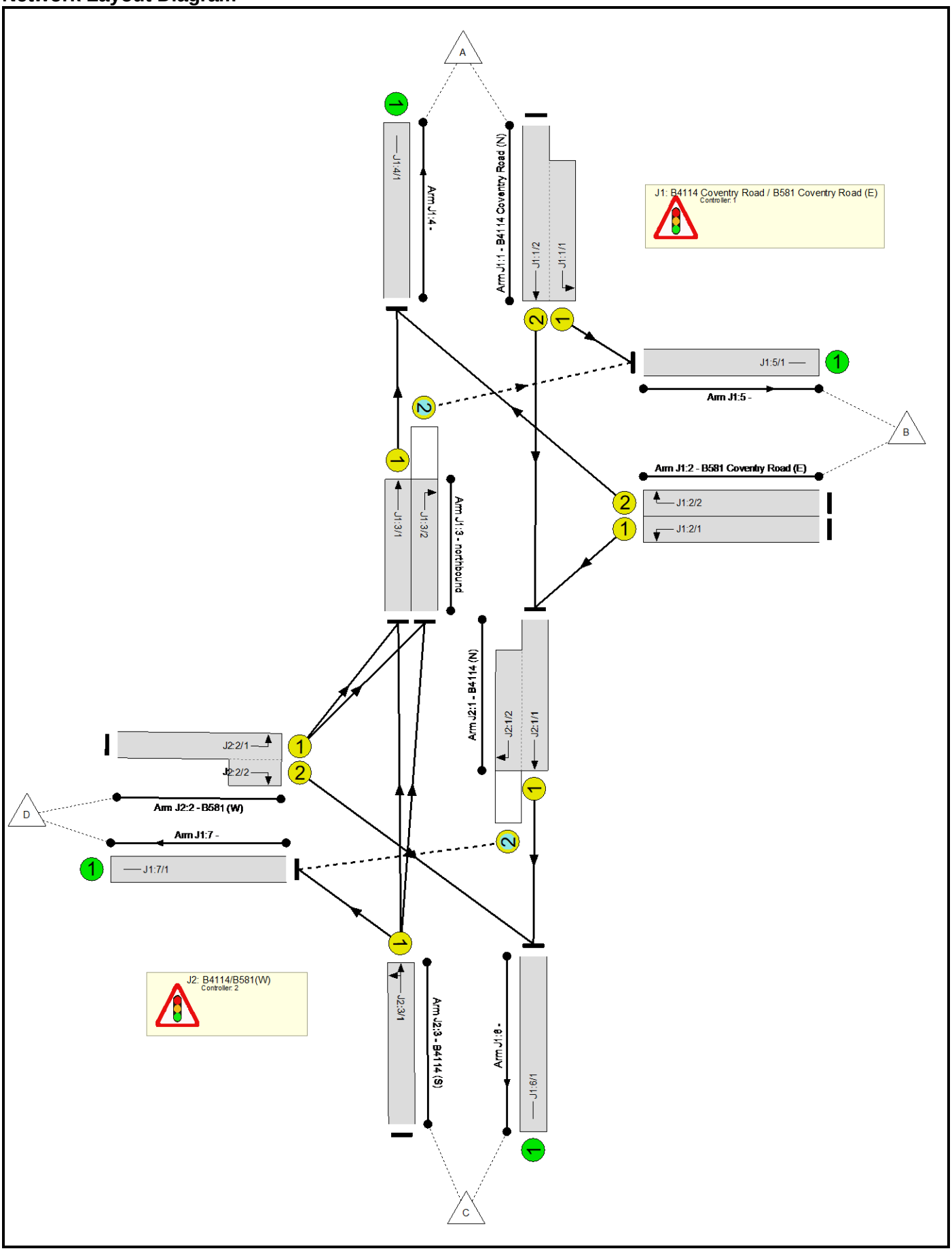
Full Input Data And Results

User and Project Details

Project:	**Hinckley Rail Freight Interchange**
Title:	**B4114 Coventry Road / B581 Coventry Road**
Location:	
Additional detail:	Proposed Broughten Astley Scheme improvements
File name:	220520 B581_B4114 Model.lsg3x
Author:	AJ Oakes
Company:	BWB Consulting Ltd
Address:	Nottingham

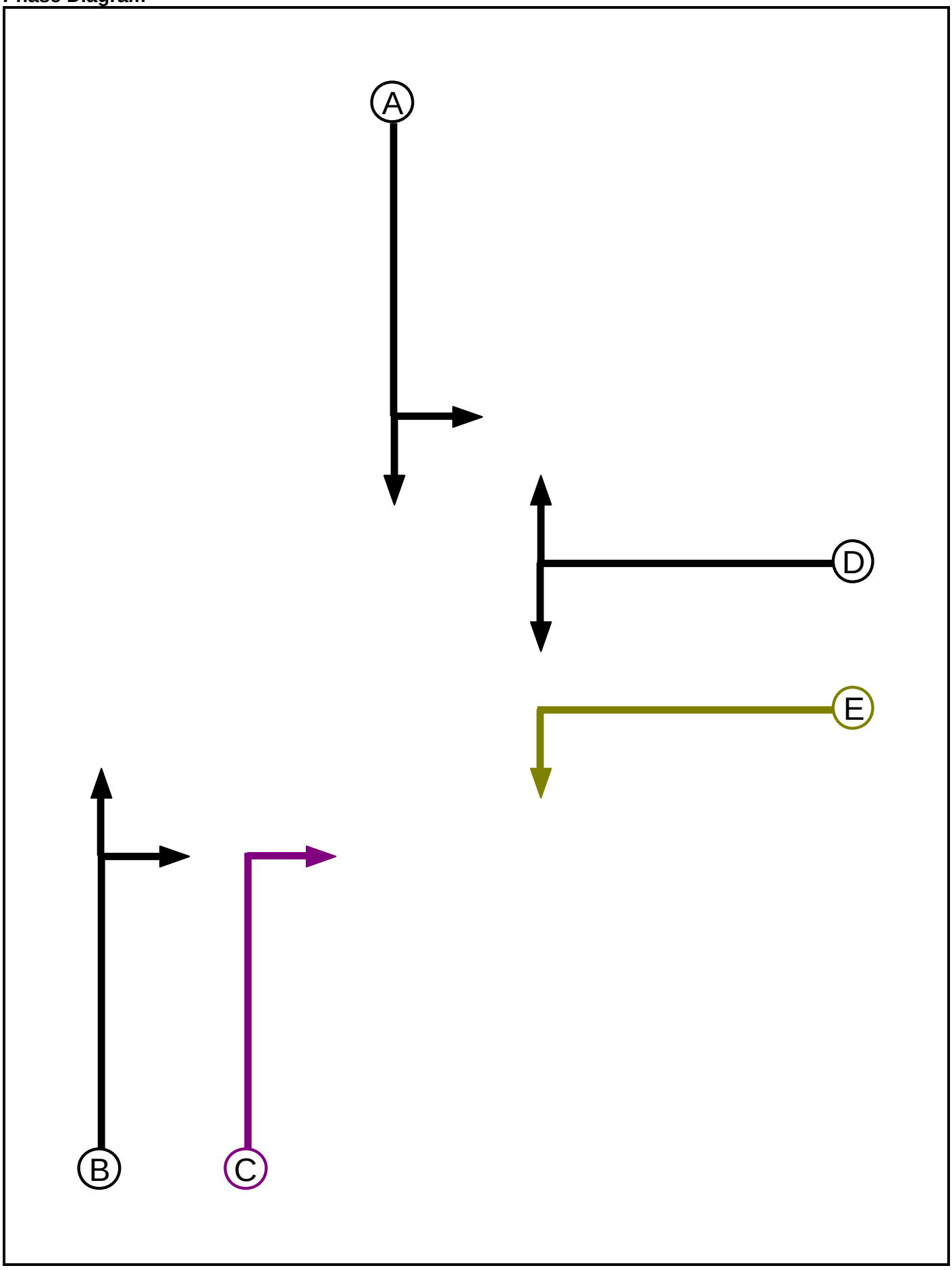
Full Input Data And Results

Network Layout Diagram



C1

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	B	4	4
D	Traffic		7	7
E	Filter	D	7	1

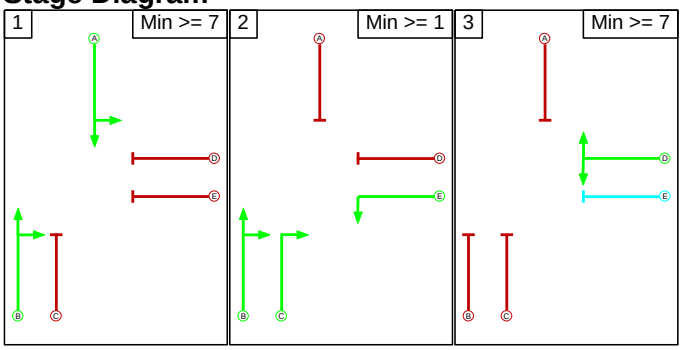
Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		-	5	6	8
	B	-		-	5	-
	C	5	-		6	-
	D	5	5	5		-
	E	5	-	-	-	

Phases in Stage

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

Stage Diagram



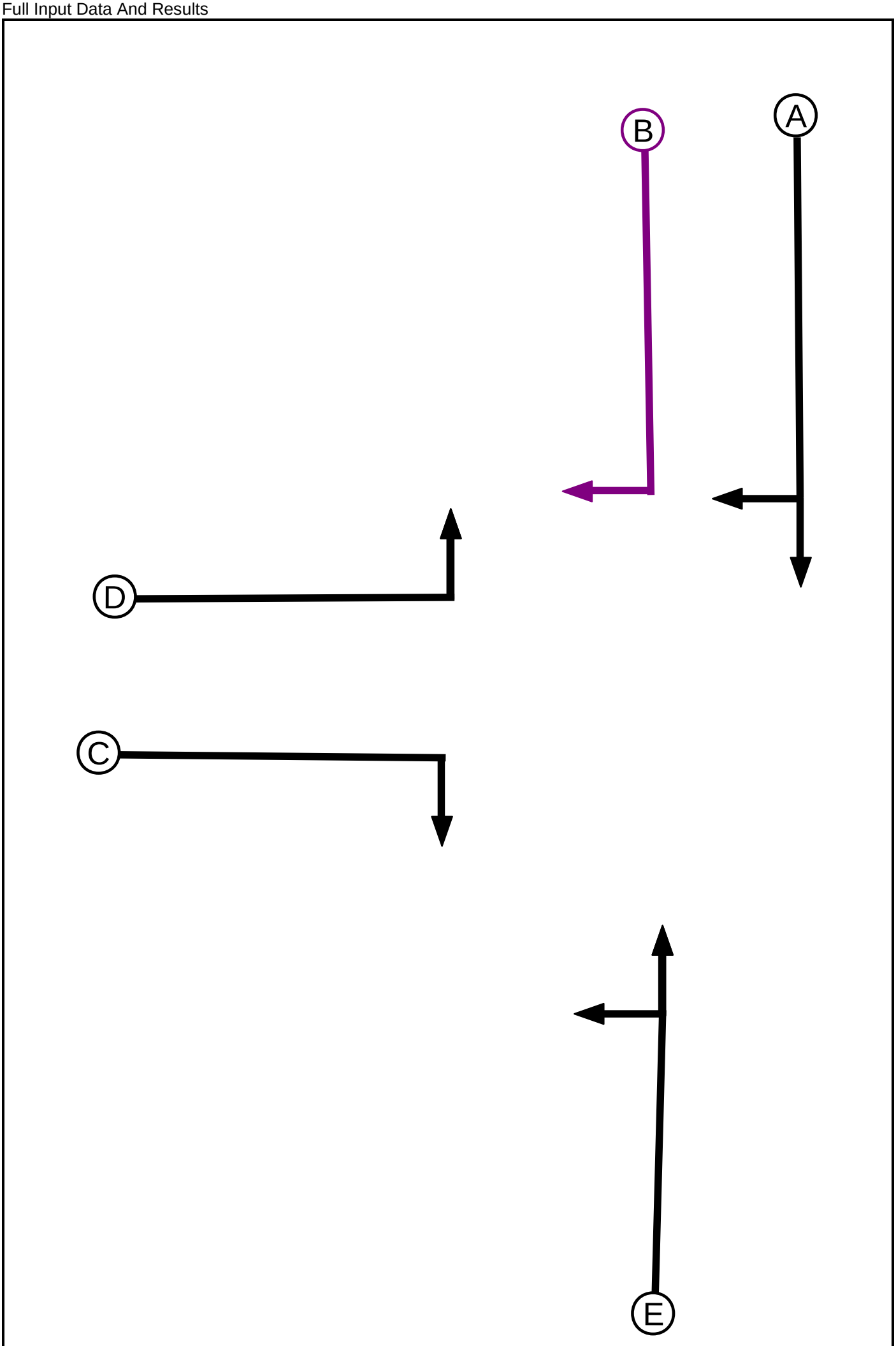
Phase Delays

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

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		8	X
	2	X		6
	3	5	X	

C2
Phase Diagram


B
A
D
C
E

Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Ind. Arrow	A	4	4
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7

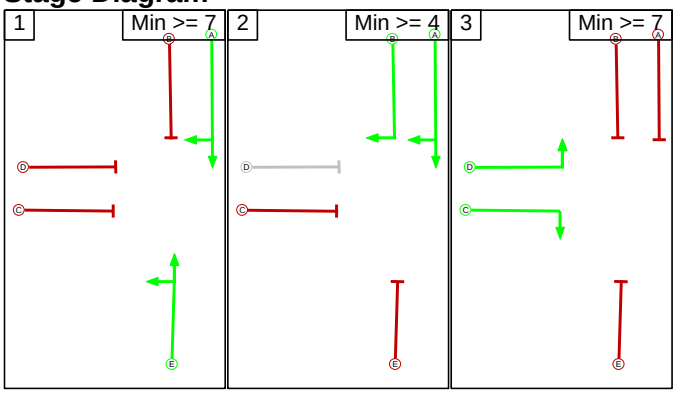
Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		-	5	-	-
	B	-		6	-	5
	C	5	5		-	5
	D	-	-	-		5
	E	-	5	7	8	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	A	Losing	2	2

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		5	8
	2	5		6
	3	5	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J1:3/2 (northbound)	J1:5/1 (Right)	1400	0	J1:1/2	1.10	All	3.00	-	0.50	3	3.00
				J1:1/1	1.10	All					

Junction: J2: B4114/B581(W)											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J2:1/2 (B4114 (N))	J1:7/1 (Right)	1439	0	J2:3/1	1.09	All	3.00	-	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J1:1/1 (B4114 Coventry Road (N))	U	A	2	3	12.0	Geom	-	3.25	0.00	Y	Arm J1:5 Left	18.00
J1:1/2 (B4114 Coventry Road (N))	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm J2:1 Ahead	Inf
J1:2/1 (B581 Coventry Road (E))	U	D E	2	3	60.0	Geom	-	4.00	0.00	Y	Arm J2:1 Left	12.00
J1:2/2 (B581 Coventry Road (E))	U	D	2	3	60.0	Geom	-	3.65	0.00	N	Arm J1:4 Right	20.00
J1:3/1 (northbound)	U	B	2	3	20.0	Geom	-	3.50	0.00	Y	Arm J1:4 Ahead	Inf
J1:3/2 (northbound)	O	B C	2	3	20.0	Geom	-	3.50	0.00	N	Arm J1:5 Right	15.00
J1:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: B4114/B581(W)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (B4114 (N))	U	A	2	3	20.0	Geom	-	3.50	0.00	Y	Arm J1:6 Ahead	Inf
J2:1/2 (B4114 (N))	O	A B	2	3	15.0	Geom	-	3.50	0.00	N	Arm J1:7 Right	12.00
J2:2/1 (B581 (W))	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:3 Left	20.00
J2:2/2 (B581 (W))	U	C	2	3	3.0	Geom	-	3.00	0.00	N	Arm J1:6 Right	15.00
J2:3/1 (B4114 (S))	U	E	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:3 Ahead	Inf
											Arm J1:7 Left	20.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 Base AM'	08:00	09:00	01:00	
2: '2018 Base PM'	17:00	18:00	01:00	
3: '2026 WoD AM'	08:00	09:00	01:00	
4: '2026 WoD PM'	17:00	18:00	01:00	
5: '2026 WoDWS AM'	08:00	09:00	01:00	
6: '2026 WoDWS PM'	17:00	18:00	01:00	
7: '2026 WD AM'	08:00	09:00	01:00	
8: '2026 WD PM'	17:00	18:00	01:00	
9: '2036 WoD AM'	08:00	09:00	01:00	
10: '2036 WoD PM'	17:00	18:00	01:00	
11: '2036 WoDWS AM'	08:00	09:00	01:00	
12: '2036 WoDWS PM'	17:00	18:00	01:00	
13: '2036 WD AM'	08:00	09:00	01:00	
14: '2036 WD PM'	17:00	18:00	01:00	

Scenario 1: '2018 Base AM' (FG1: '2018 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	250	339	112	701
	B	436	0	246	181	863
	C	373	133	0	45	551
	D	197	249	37	0	483
	Tot.	1006	632	622	338	2598

Traffic Lane Flows

Lane	Scenario 1: 2018 Base AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	250
J1:1/2 (with short)	701(In) 451(Out)
J1:2/1	427
J1:2/2	436
J1:3/1	570
J1:3/2	382
J1:4/1	1006
J1:5/1	632
J1:6/1	622
J1:7/1	338
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	878(In) 585(Out)
J2:1/2 (short)	293
J2:2/1 (with short)	483(In) 446(Out)
J2:2/2 (short)	37
J2:3/1	551

Full Input Data And Results

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	91.8 %	1953	1953
				Arm J1:7 Left	20.00	8.2 %		

Scenario 2: '2018 Base PM' (FG2: '2018 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	393	259	150	802
	B	262	0	181	244	687
	C	442	210	0	117	769
	D	147	191	27	0	365
	Tot.	851	794	467	511	2623

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2018 Base PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	393
J1:1/2 (with short)	802(In) 409(Out)
J1:2/1	425
J1:2/2	262
J1:3/1	589
J1:3/2	401
J1:4/1	851
J1:5/1	794
J1:6/1	467
J1:7/1	511
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	834(In) 440(Out)
J2:1/2 (short)	394
J2:2/1 (with short)	365(In) 338(Out)
J2:2/2 (short)	27
J2:3/1	769

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	84.8 %	1943	1943
				Arm J1:7 Left	20.00	15.2 %		

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	292	345	60	697
	B	436	0	300	119	855
	C	326	165	0	29	520
	D	138	244	35	0	417
	Tot.	900	701	680	208	2489

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 WoD AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	292
J1:1/2 (with short)	697(In) 405(Out)
J1:2/1	419
J1:2/2	436
J1:3/1	464
J1:3/2	409
J1:4/1	900
J1:5/1	701
J1:6/1	680
J1:7/1	208
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	824(In) 645(Out)
J2:1/2 (short)	179
J2:2/1 (with short)	417(In) 382(Out)
J2:2/2 (short)	35
J2:3/1	520

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	94.4 %	1957	1957
				Arm J1:7 Left	20.00	5.6 %		

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	419	270	116	805
	B	310	0	195	194	699
	C	547	246	0	99	892
	D	169	203	27	0	399
	Tot.	1026	868	492	409	2795

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 WoD PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	419
J1:1/2 (with short)	805(In) 386(Out)
J1:2/1	389
J1:2/2	310
J1:3/1	716
J1:3/2	449
J1:4/1	1026
J1:5/1	868
J1:6/1	492
J1:7/1	409
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	775(In) 465(Out)
J2:1/2 (short)	310
J2:2/1 (with short)	399(In) 372(Out)
J2:2/2 (short)	27
J2:3/1	892

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	88.9 %	1949	1949
				Arm J1:7 Left	20.00	11.1 %		

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	287	362	44	693
	B	439	0	351	92	882
	C	343	183	0	24	550
	D	121	226	32	0	379
	Tot.	903	696	745	160	2504

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 WoDWS AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	287
J1:1/2 (with short)	693(In) 406(Out)
J1:2/1	443
J1:2/2	439
J1:3/1	464
J1:3/2	409
J1:4/1	903
J1:5/1	696
J1:6/1	745
J1:7/1	160
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	849(In) 713(Out)
J2:1/2 (short)	136
J2:2/1 (with short)	379(In) 347(Out)
J2:2/2 (short)	32
J2:3/1	550

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	95.6 %	1959	1959
				Arm J1:7 Left	20.00	4.4 %		

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	430	284	111	825
	B	274	0	228	209	711
	C	439	260	0	97	796
	D	103	162	22	0	287
	Tot.	816	852	534	417	2619

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2026 WoDWS PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	430
J1:1/2 (with short)	825(In) 395(Out)
J1:2/1	437
J1:2/2	274
J1:3/1	542
J1:3/2	422
J1:4/1	816
J1:5/1	852
J1:6/1	534
J1:7/1	417
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	832(In) 512(Out)
J2:1/2 (short)	320
J2:2/1 (with short)	287(In) 265(Out)
J2:2/2 (short)	22
J2:3/1	796

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	87.8 %	1947	1947
				Arm J1:7 Left	20.00	12.2 %		

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	278	390	43	711
	B	448	0	352	86	886
	C	365	173	0	23	561
	D	130	217	33	0	380
	Tot.	943	668	775	152	2538

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2026 WD AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	278
J1:1/2 (with short)	711(In) 433(Out)
J1:2/1	438
J1:2/2	448
J1:3/1	495
J1:3/2	390
J1:4/1	943
J1:5/1	668
J1:6/1	775
J1:7/1	152
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	871(In) 742(Out)
J2:1/2 (short)	129
J2:2/1 (with short)	380(In) 347(Out)
J2:2/2 (short)	33
J2:3/1	561

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	95.9 %	1959	1959
				Arm J1:7 Left	20.00	4.1 %		

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	442	273	107	822
	B	277	0	232	218	727
	C	431	274	0	100	805
	D	87	145	19	0	251
	Tot.	795	861	524	425	2605

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2026 WD PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	442
J1:1/2 (with short)	822(In) 380(Out)
J1:2/1	450
J1:2/2	277
J1:3/1	518
J1:3/2	419
J1:4/1	795
J1:5/1	861
J1:6/1	524
J1:7/1	425
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	830(In) 505(Out)
J2:1/2 (short)	325
J2:2/1 (with short)	251(In) 232(Out)
J2:2/2 (short)	19
J2:3/1	805

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	87.6 %	1947	1947
				Arm J1:7 Left	20.00	12.4 %		

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	307	349	63	719
	B	460	0	288	118	866
	C	337	162	0	27	526
	D	140	234	33	0	407
	Tot.	937	703	670	208	2518

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2036 WoD AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	307
J1:1/2 (with short)	719(In) 412(Out)
J1:2/1	406
J1:2/2	460
J1:3/1	477
J1:3/2	396
J1:4/1	937
J1:5/1	703
J1:6/1	670
J1:7/1	208
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	818(In) 637(Out)
J2:1/2 (short)	181
J2:2/1 (with short)	407(In) 374(Out)
J2:2/2 (short)	33
J2:3/1	526

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	94.9 %	1957	1957
				Arm J1:7 Left	20.00	5.1 %		

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	425	263	113	801
	B	338	0	196	195	729
	C	576	250	0	99	925
	D	180	212	29	0	421
	Tot.	1094	887	488	407	2876

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2036 WoD PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	425
J1:1/2 (with short)	801(In) 376(Out)
J1:2/1	391
J1:2/2	338
J1:3/1	756
J1:3/2	462
J1:4/1	1094
J1:5/1	887
J1:6/1	488
J1:7/1	407
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	767(In) 459(Out)
J2:1/2 (short)	308
J2:2/1 (with short)	421(In) 392(Out)
J2:2/2 (short)	29
J2:3/1	925

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	89.3 %	1949	1949
				Arm J1:7 Left	20.00	10.7 %		

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	290	396	33	719
	B	472	0	341	62	875
	C	417	184	0	20	621
	D	138	222	33	0	393
	Tot.	1027	696	770	115	2608

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2036 WoDWS AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	290
J1:1/2 (with short)	719(In) 429(Out)
J1:2/1	403
J1:2/2	472
J1:3/1	555
J1:3/2	406
J1:4/1	1027
J1:5/1	696
J1:6/1	770
J1:7/1	115
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	832(In) 737(Out)
J2:1/2 (short)	95
J2:2/1 (with short)	393(In) 360(Out)
J2:2/2 (short)	33
J2:3/1	621

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	96.8 %	1960	1960
				Arm J1:7 Left	20.00	3.2 %		

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	431	279	107	817
	B	293	0	232	212	737
	C	483	273	0	100	856
	D	102	154	23	0	279
	Tot.	878	858	534	419	2689

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2036 WoDWS PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	431
J1:1/2 (with short)	817(In) 386(Out)
J1:2/1	444
J1:2/2	293
J1:3/1	585
J1:3/2	427
J1:4/1	878
J1:5/1	858
J1:6/1	534
J1:7/1	419
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	830(In) 511(Out)
J2:1/2 (short)	319
J2:2/1 (with short)	279(In) 256(Out)
J2:2/2 (short)	23
J2:3/1	856

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	88.3 %	1948	1948
				Arm J1:7 Left	20.00	11.7 %		

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	286	423	28	737
	B	479	0	364	53	896
	C	434	182	0	18	634
	D	134	213	33	0	380
	Tot.	1047	681	820	99	2647

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2036 WD AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	286
J1:1/2 (with short)	737(In) 451(Out)
J1:2/1	417
J1:2/2	479
J1:3/1	568
J1:3/2	395
J1:4/1	1047
J1:5/1	681
J1:6/1	820
J1:7/1	99
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	868(In) 787(Out)
J2:1/2 (short)	81
J2:2/1 (with short)	380(In) 347(Out)
J2:2/2 (short)	33
J2:3/1	634

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	97.2 %	1961	1961
				Arm J1:7 Left	20.00	2.8 %		

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	446	267	104	817
	B	285	0	237	222	744
	C	439	284	0	98	821
	D	83	139	20	0	242
	Tot.	807	869	524	424	2624

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2036 WD PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	446
J1:1/2 (with short)	817(In) 371(Out)
J1:2/1	459
J1:2/2	285
J1:3/1	522
J1:3/2	423
J1:4/1	807
J1:5/1	869
J1:6/1	524
J1:7/1	424
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	830(In) 504(Out)
J2:1/2 (short)	326
J2:2/1 (with short)	242(In) 222(Out)
J2:2/2 (short)	20
J2:3/1	821

Lane Saturation Flows

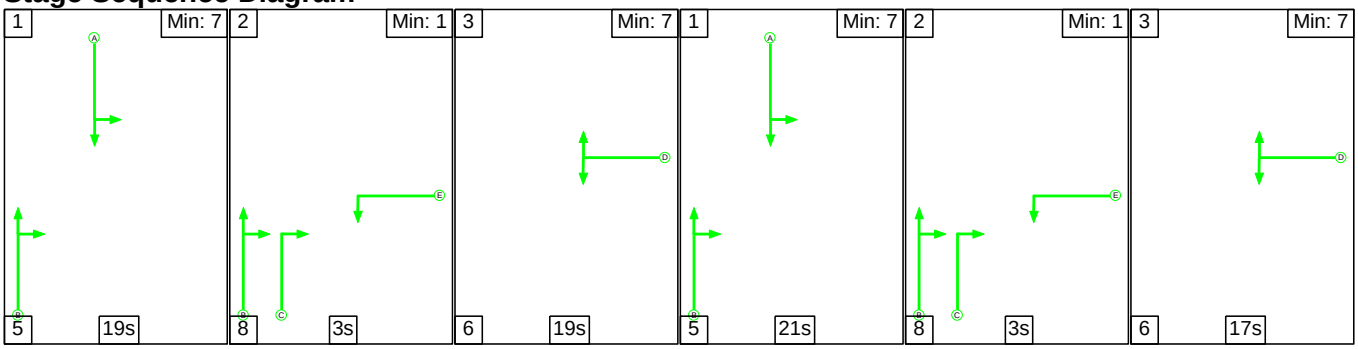
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	88.1 %	1948	1948
				Arm J1:7 Left	20.00	11.9 %		

Scenario 1: '2018 Base AM' (FG1: '2018 Base AM', Plan 1: 'Network Control Plan 1')
C1

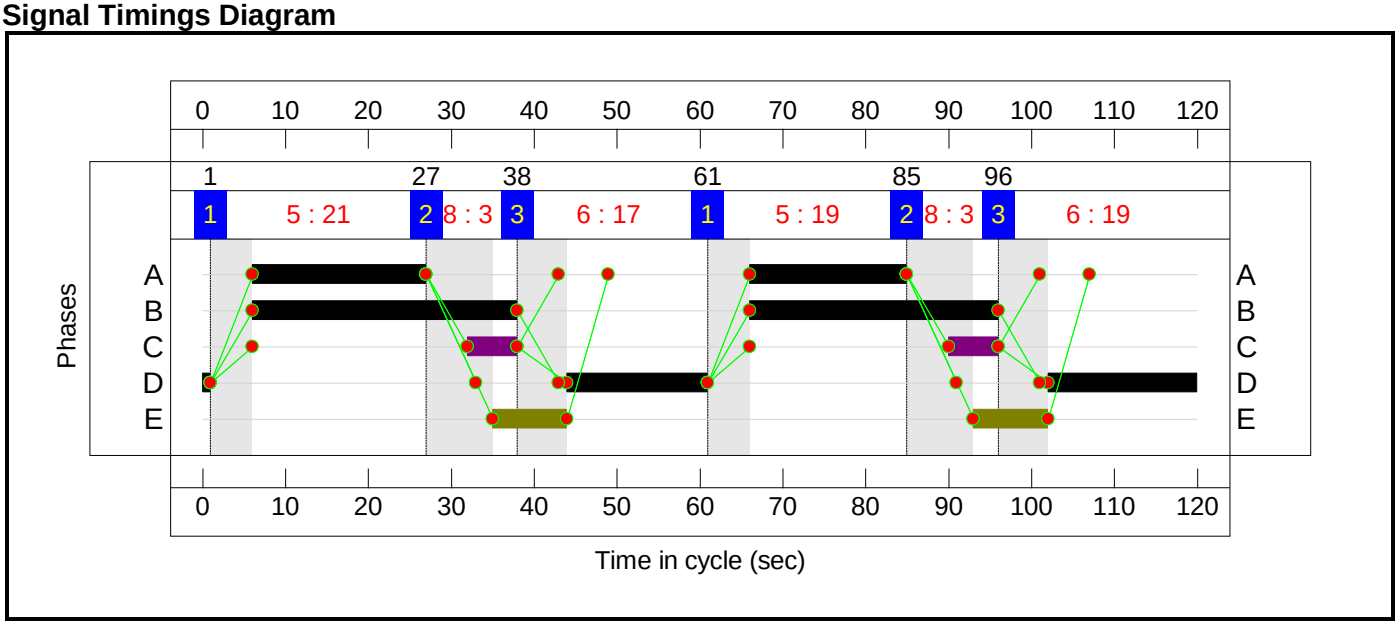
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	3
Duration	19	3	19	21	3	17
Change Point	61	85	96	1	27	38

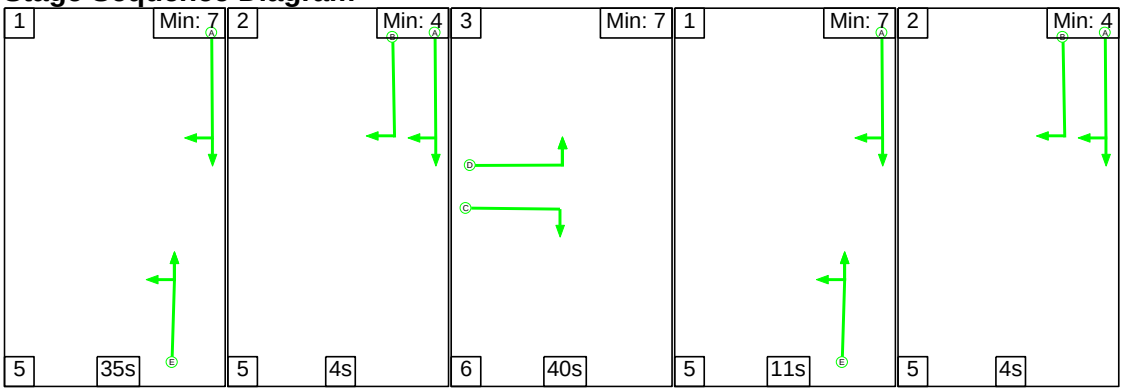
Signal Timings Diagram



Full Input Data And Results

C2

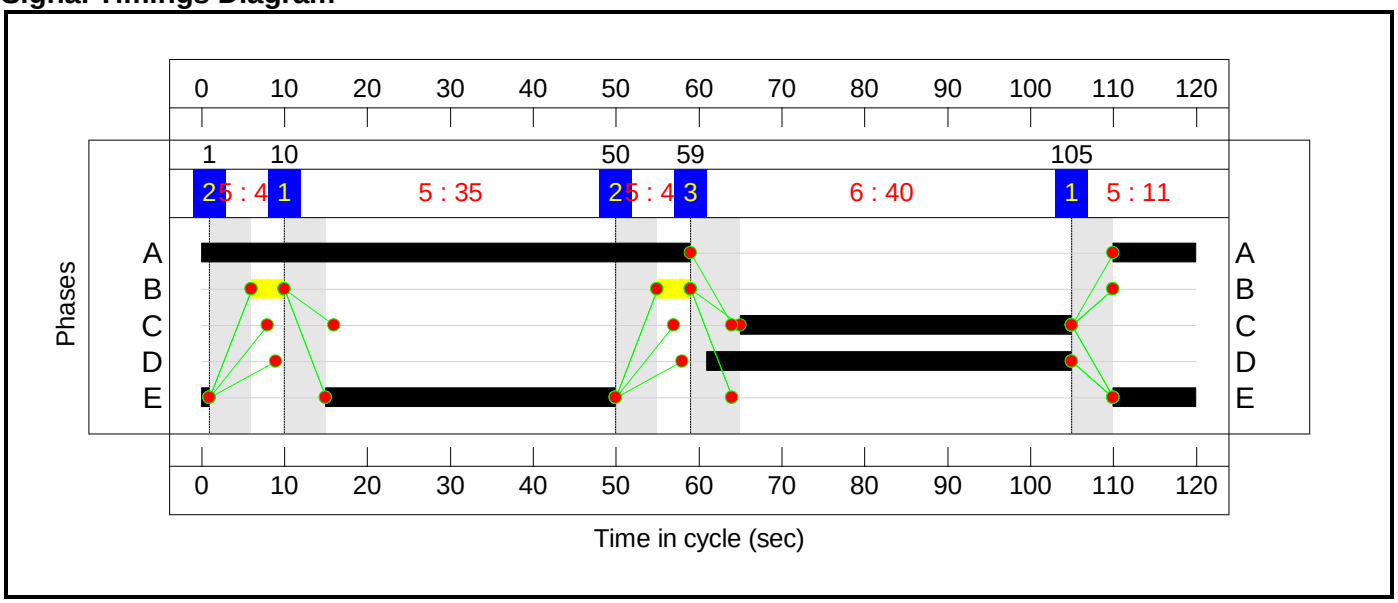
Stage Sequence Diagram



Stage Timings

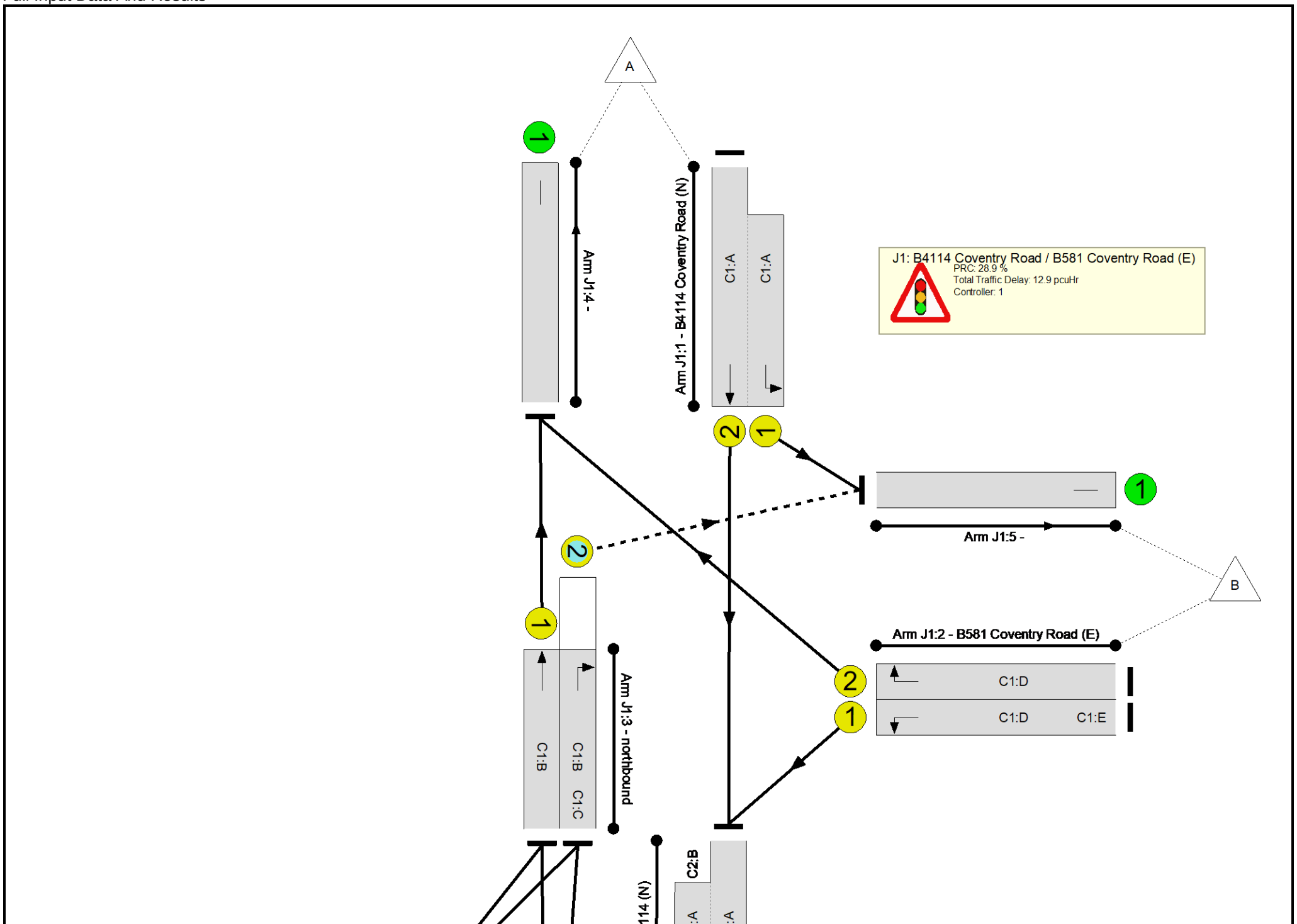
Stage	1	2	3	1	2
Duration	35	4	40	11	4
Change Point	10	50	59	105	1

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A
1
Arm J1:4 -
Arm J1:1 - B4114 Coventry Road (N)
C1:A
C1:A
J1: B4114 Coventry Road / B581 Coventry Road (E)
PRC: 28.9 %
Total Traffic Delay: 12.9 pcuHr
Controller: 1
2
1
1
Arm J1:5 -
B
2
1
Arm J1:2 - B581 Coventry Road (E)
C1:B
C1:B
C1:C
Arm J1:3 - northbound
2
1
C1:D
C1:D
C1:E
C2:B
114 (N)

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: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.5%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.8%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	40	-	701	2080:1791	717+398	62.9 : 62.9%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	54	18	427	1791	836	51.1%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	36	-	436	1972	624	69.8%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	62	-	570	1965	1048	54.4%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	62	12	382	1914	571	66.9%
4/1		U	N/A	N/A	-		-	-	-	1006	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	632	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.5%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	69	8	878	1965:1871	911+456	64.2 : 64.2%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	44:40	-	483	1828:1868	639+53	69.7 : 69.7%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	46	-	551	1953	781	70.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**174**	**431**	**70**	**19.3**	**7.3**	**1.3**	**27.9**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**104**	**224**	**54**	**8.0**	**4.1**	**0.8**	**12.9**	**-**	**-**	**-**	**-**
1/2+1/1	701	701	-	-	-	3.1	0.8	-	3.9	20.0	6.4	0.8	7.2
2/1	427	427	-	-	-	1.3	0.5	-	1.9	15.6	5.1	0.5	5.6
2/2	436	436	-	-	-	2.2	1.1	-	3.3	27.4	6.4	1.1	7.6
3/1	570	570	-	-	-	0.8	0.6	-	1.4	9.1	5.3	0.6	5.9
3/2	382	382	104	224	54	0.6	1.0	0.8	2.4	22.6	4.7	1.0	5.7
4/1	1006	1006	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**70**	**207**	**16**	**11.3**	**3.2**	**0.4**	**15.0**	**-**	**-**	**-**	**-**
1/1+1/2	878	878	70	207	16	3.2	0.9	0.4	4.5	18.4	21.5	0.9	22.4
2/1+2/2	483	483	-	-	-	4.2	1.1	-	5.4	40.1	13.3	1.1	14.4
3/1	551	551	-	-	-	3.9	1.2	-	5.1	33.2	10.9	1.2	12.1

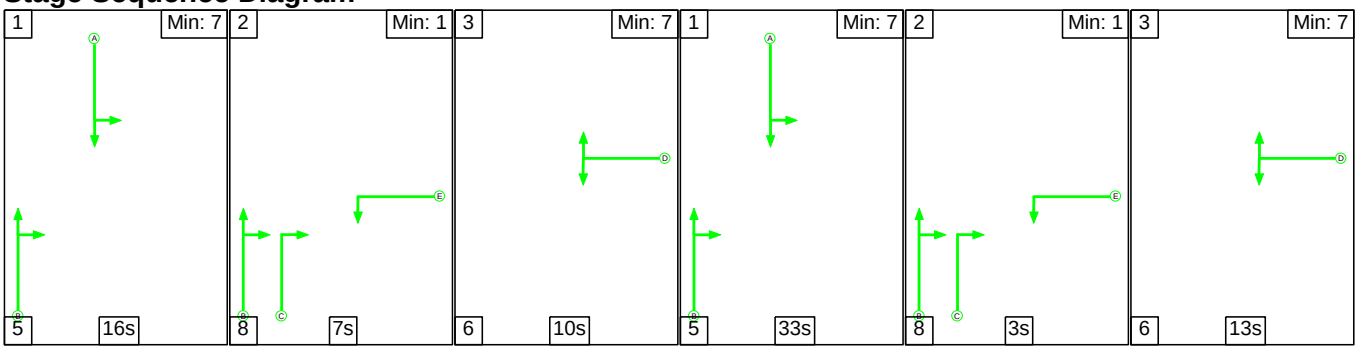
C1	PRC for Signalled Lanes (%):	28.9	Total Delay for Signalled Lanes (pcuHr):	12.91	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	27.6	Total Delay for Signalled Lanes (pcuHr):	14.95	Cycle Time (s): 120
	PRC Over All Lanes (%):	27.6	Total Delay Over All Lanes(pcuHr):	27.86	

Full Input Data And Results

Scenario 2: '2018 Base PM' (FG2: '2018 Base PM', Plan 1: 'Network Control Plan 1')

C1

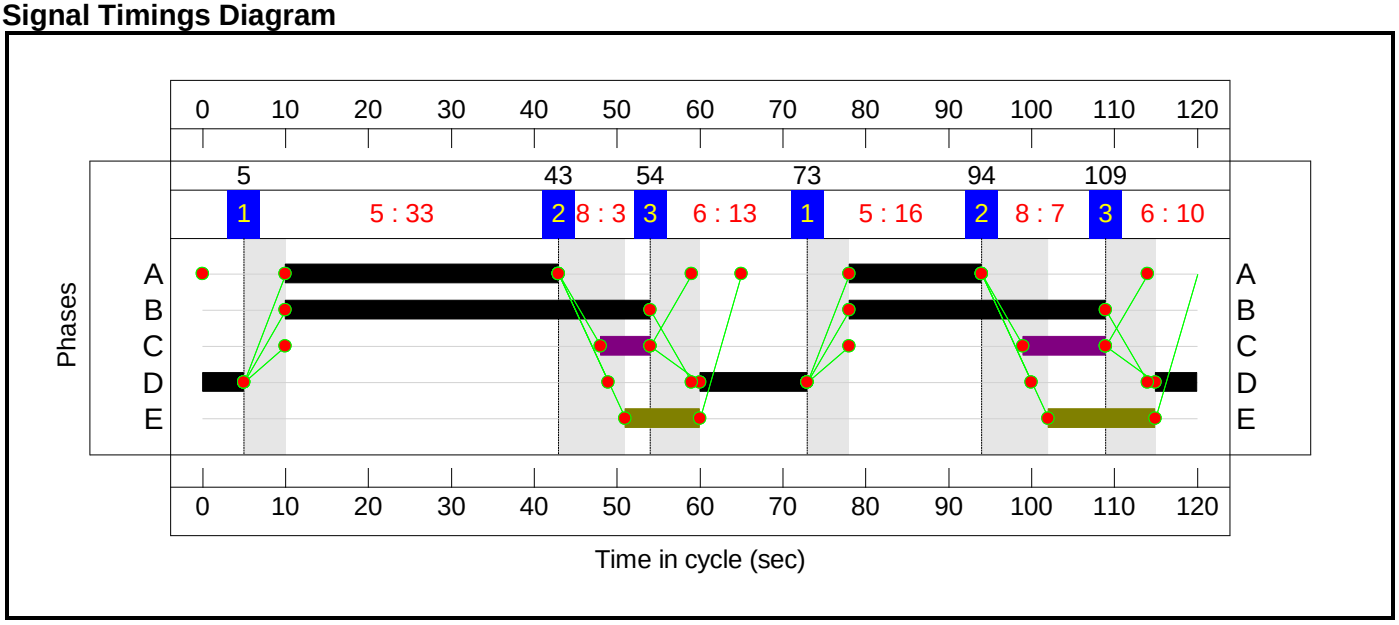
Stage Sequence Diagram



Stage Timings

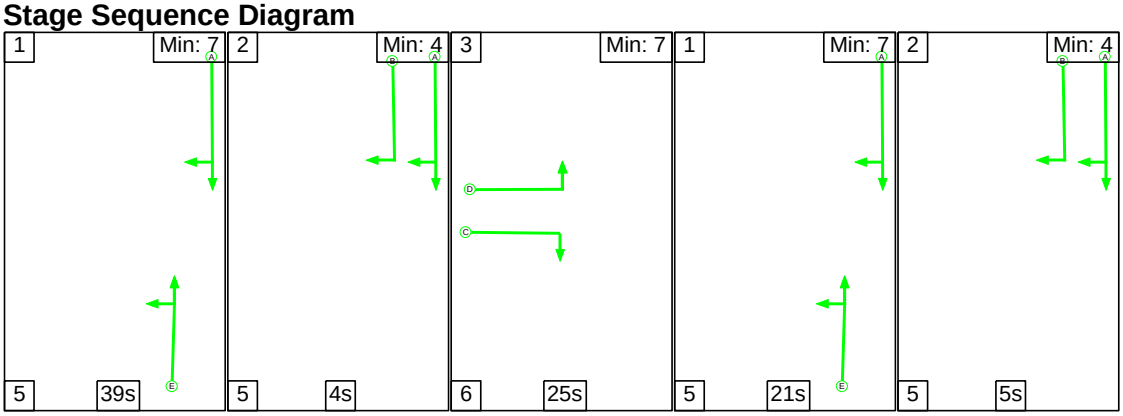
Stage	1	2	3	1	2	3
Duration	16	7	10	33	3	13
Change Point	73	94	109	5	43	54

Signal Timings Diagram



C2

Stage Sequence Diagram

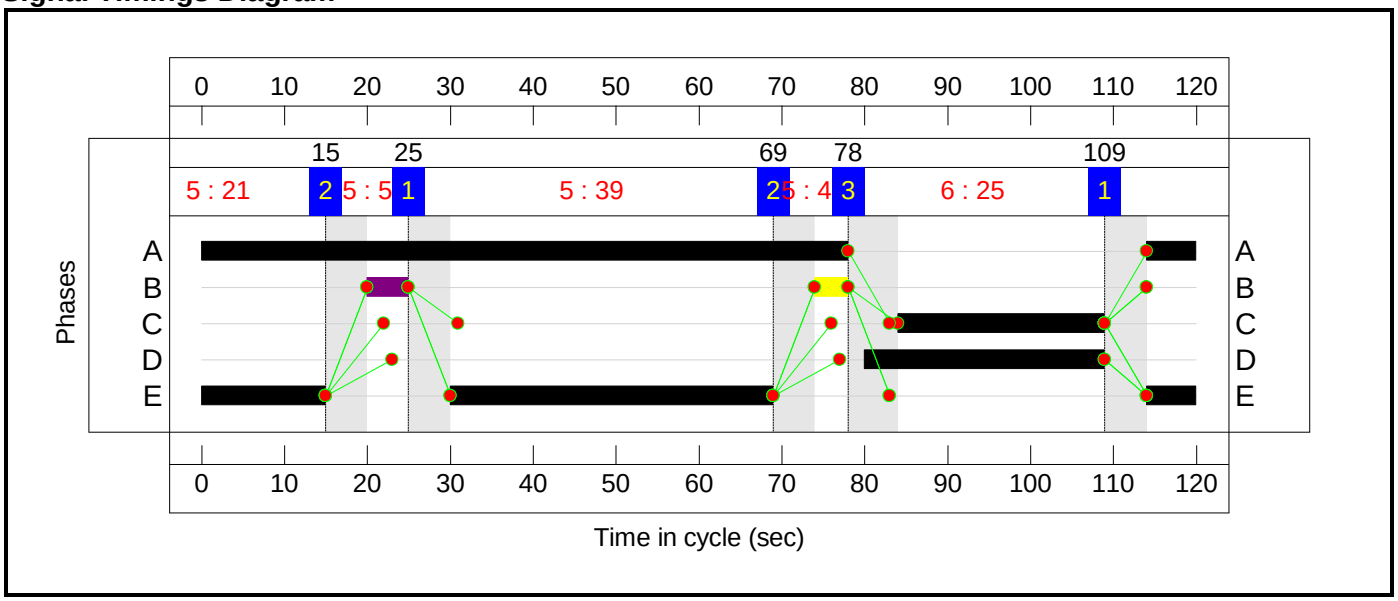


Full Input Data And Results

Stage Timings

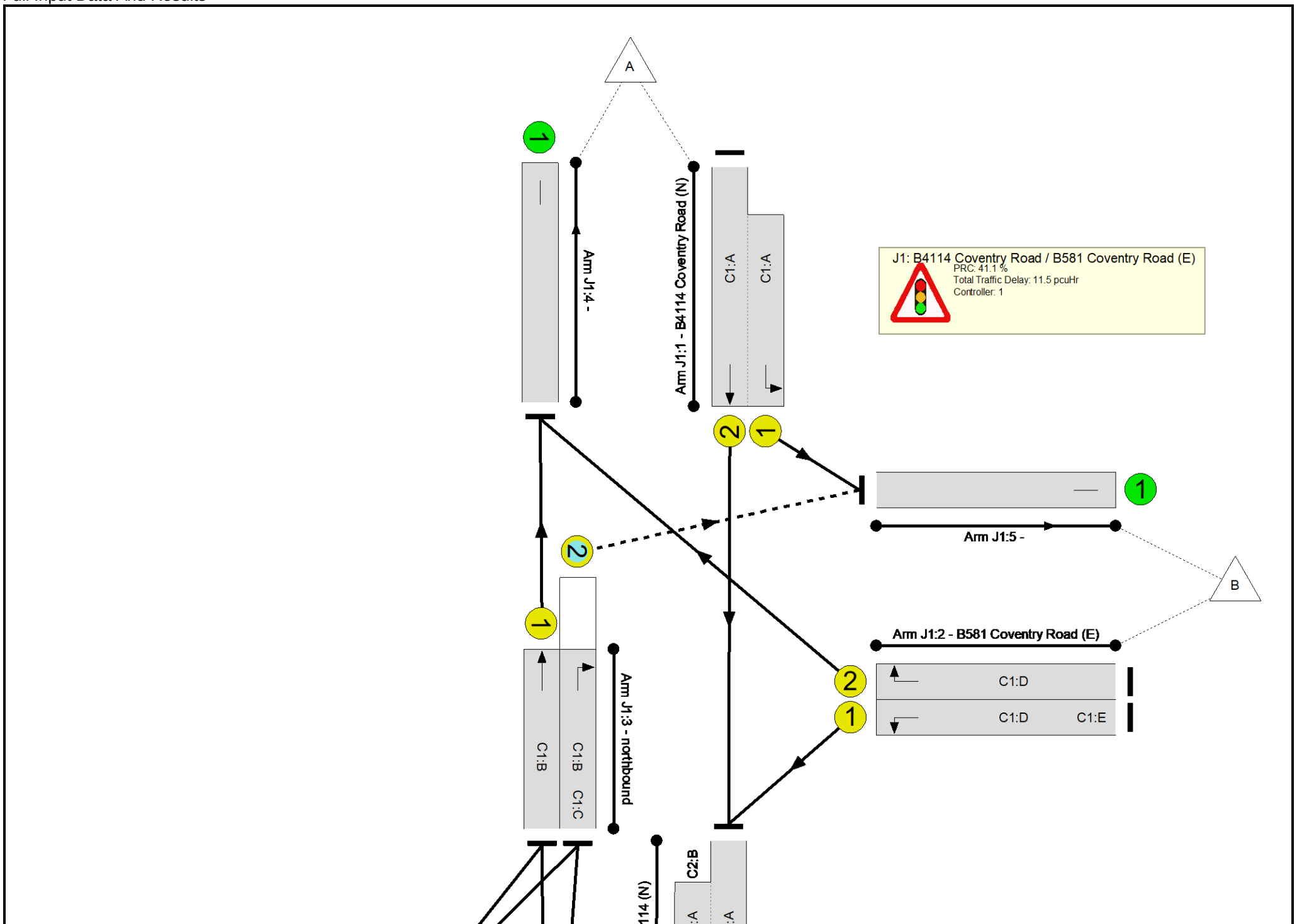
Stage	1	2	3	1	2
Duration	39	4	25	21	5
Change Point	25	69	78	109	15

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A
1
Arm J1:4 -
Arm J1:1 - B4114 Coventry Road (N)
C1:A
C1:A
J1: B4114 Coventry Road / B581 Coventry Road (E)
PRC: 41.1 %
Total Traffic Delay: 11.5 pcuHr
Controller: 1
2
1
1
Arm J1:5 -
B
2
1
Arm J1:2 - B581 Coventry Road (E)
C1:B
C1:B
C1:C
Arm J1:3 - northbound
2
1
C1:D
C1:D
C1:E
C2:B
114 (N)

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: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.8%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.8%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	49	-	802	2080:1791	721+692	56.8 : 56.8%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	45	22	425	1791	701	60.6%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	23	-	262	1972	411	63.8%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	75	-	589	1965	1261	46.7%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	75	16	401	1914	665	60.3%
4/1		U	N/A	N/A	-		-	-	-	851	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	794	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.8%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	84	9	834	1965:1871	562+503	78.4 : 78.4%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	29:25	-	365	1828:1868	429+34	78.8 : 78.8%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	60	-	769	1943	1004	76.6%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**244**	**505**	**46**	**17.0**	**8.7**	**1.8**	**27.5**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**134**	**247**	**20**	**7.2**	**3.5**	**0.8**	**11.5**	**-**	**-**	**-**	**-**
1/2+1/1	802	802	-	-	-	2.8	0.7	-	3.4	15.5	4.9	0.7	5.5
2/1	425	425	-	-	-	1.8	0.8	-	2.6	21.8	7.0	0.8	7.7
2/2	262	262	-	-	-	1.6	0.9	-	2.5	34.1	4.5	0.9	5.4
3/1	589	589	-	-	-	0.7	0.4	-	1.1	6.8	6.8	0.4	7.3
3/2	401	401	134	247	20	0.3	0.8	0.8	1.9	17.2	2.4	0.8	3.2
4/1	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**111**	**258**	**26**	**9.7**	**5.2**	**1.0**	**15.9**	**-**	**-**	**-**	**-**
1/1+1/2	834	834	111	258	26	1.9	1.8	1.0	4.7	20.4	20.0	1.8	21.8
2/1+2/2	365	365	-	-	-	4.2	1.8	-	6.0	59.5	11.0	1.8	12.8
3/1	769	769	-	-	-	3.6	1.6	-	5.2	24.3	14.1	1.6	15.7

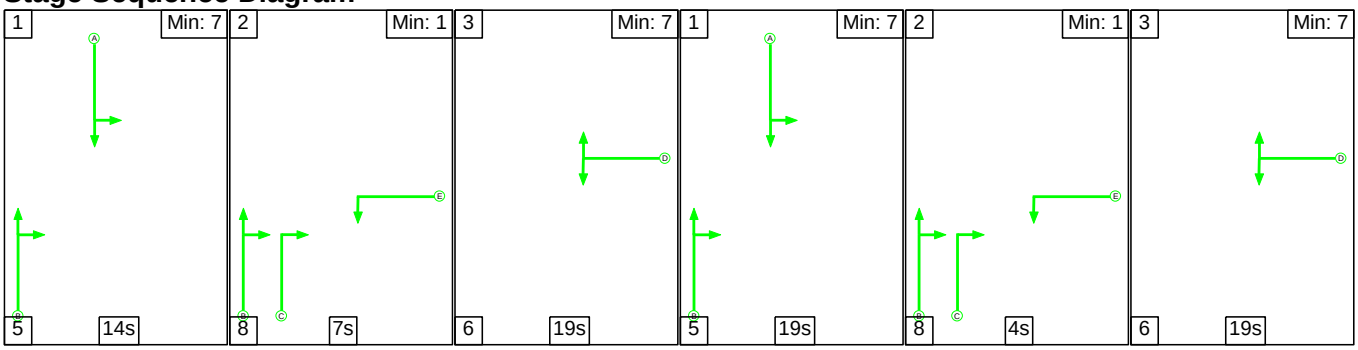
C1	PRC for Signalled Lanes (%):	41.1	Total Delay for Signalled Lanes (pcuHr):	11.53	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	14.3	Total Delay for Signalled Lanes (pcuHr):	15.94	Cycle Time (s): 120
	PRC Over All Lanes (%):	14.3	Total Delay Over All Lanes(pcuHr):	27.47	

Full Input Data And Results

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

C1

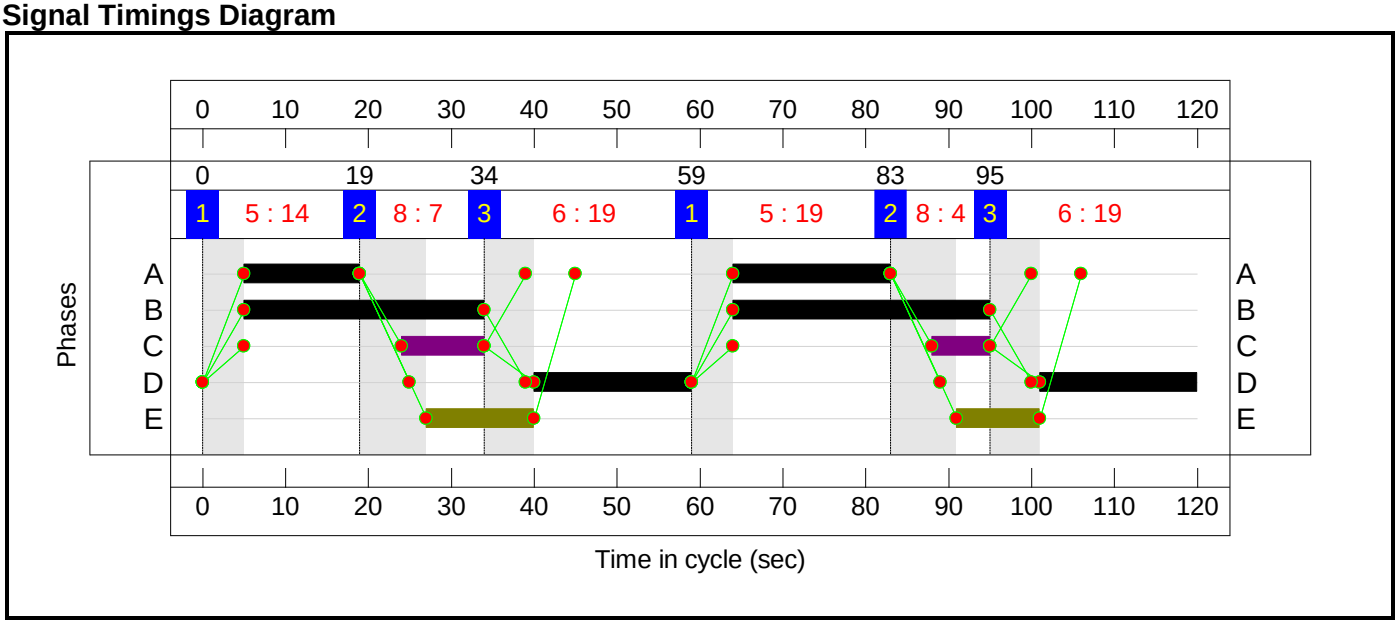
Stage Sequence Diagram



Stage Timings

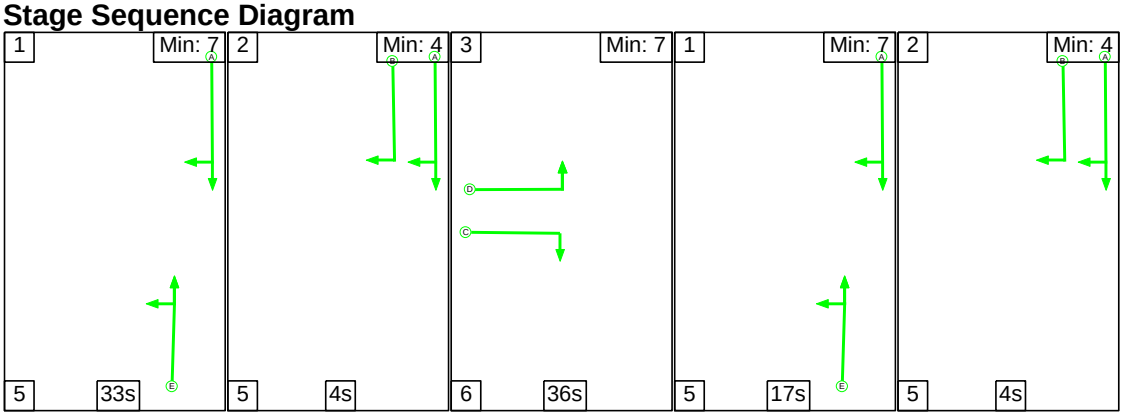
Stage	1	2	3	1	2	3
Duration	14	7	19	19	4	19
Change Point	0	19	34	59	83	95

Signal Timings Diagram



C2

Stage Sequence Diagram

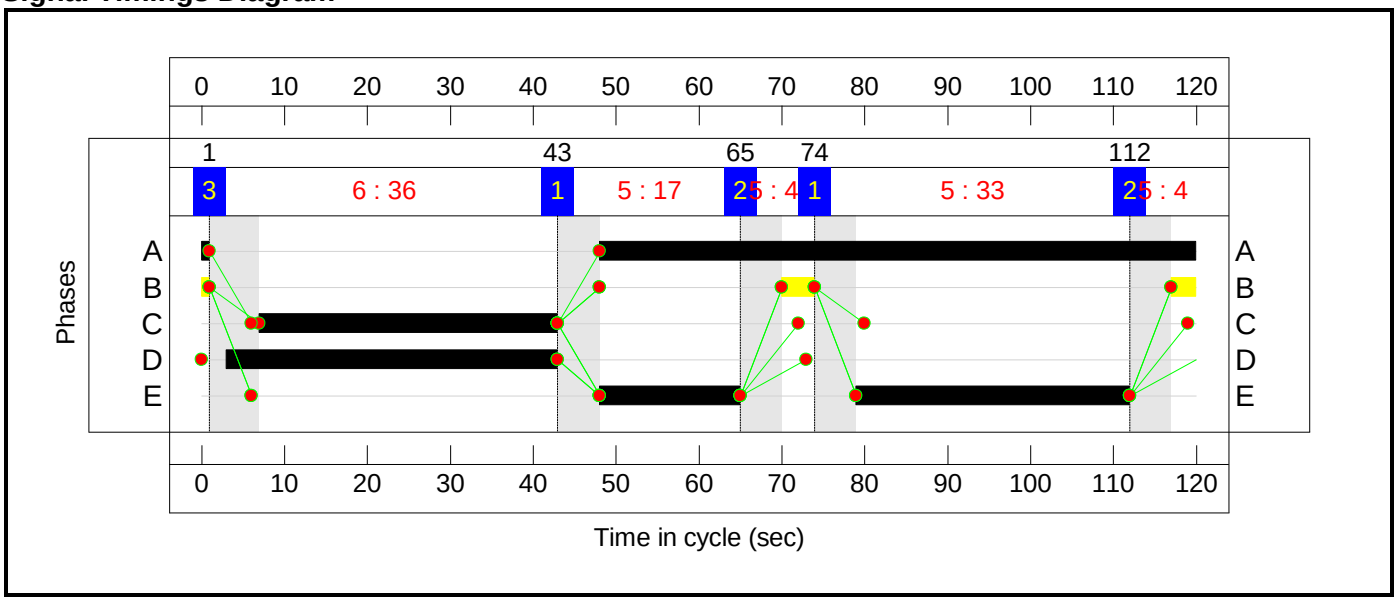


Full Input Data And Results

Stage Timings

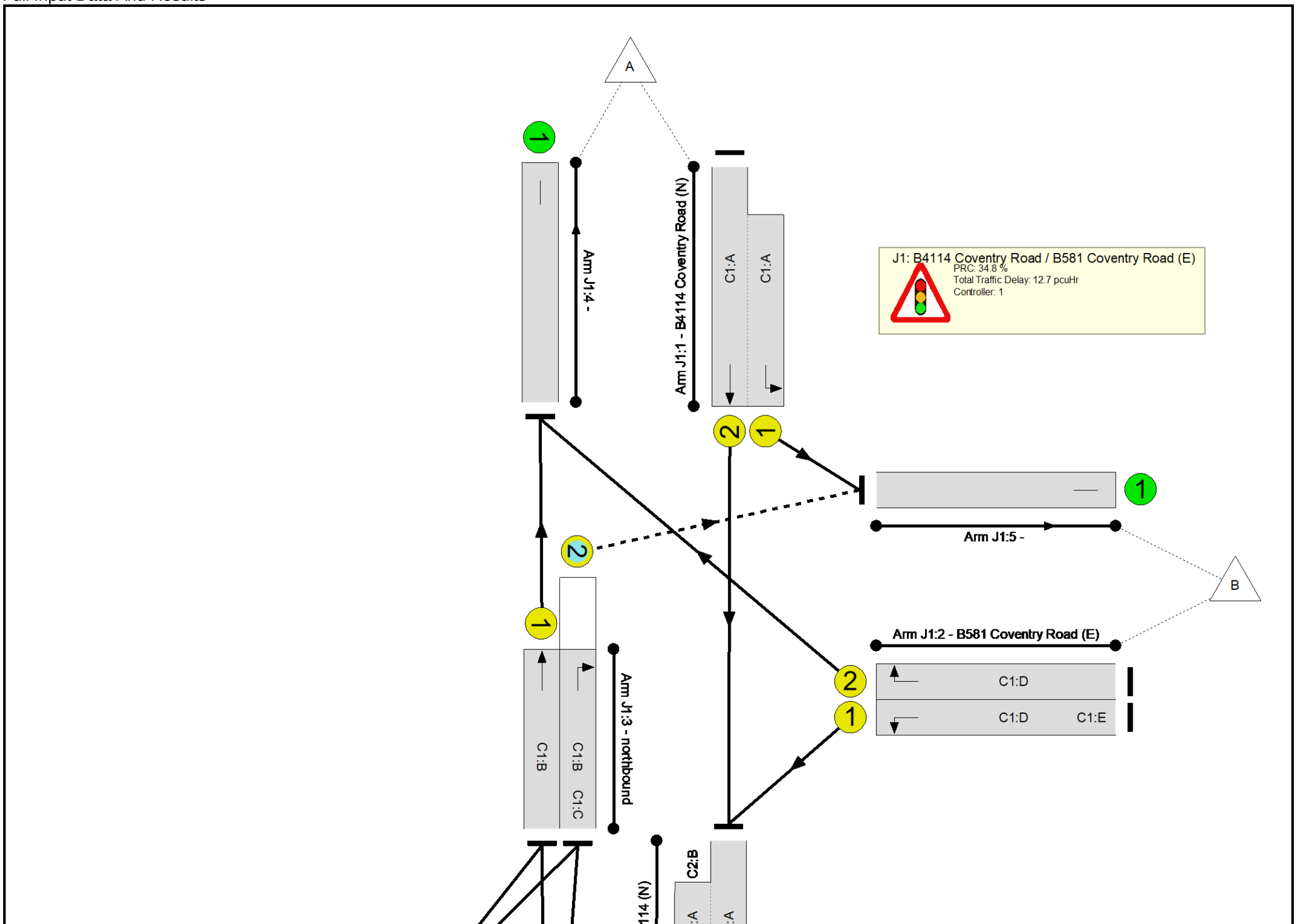
Stage	1	2	3	1	2
Duration	33	4	36	17	4
Change Point	74	112	1	43	65

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A
1
Arm J1:4 -
Arm J1:1 - B4114 Coventry Road (N)
C1:A
C1:A
J1: B4114 Coventry Road / B581 Coventry Road (E)
PRC: 34.8 %
Total Traffic Delay: 12.7 pcuHr
Controller: 1
2
1
1
Arm J1:5 -
B
2
1
Arm J1:2 - B581 Coventry Road (E)
C1:B
C1:B
C1:C
Arm J1:3 - northbound
2
1
C1:D
C1:D
C1:E
C2:B
114 (N)

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: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	33	-	697	2080:1791	607+437	66.8 : 66.8%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	61	23	419	1791	940	44.6%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	38	-	436	1972	657	66.3%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	60	-	464	1965	1015	45.7%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	60	17	409	1914	621	65.9%
4/1		U	N/A	N/A	-		-	-	-	900	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	680	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	208	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.9%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	73	8	824	1965:1871	1046+290	61.7 : 61.7%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	40:36	-	417	1828:1868	579+53	65.9 : 65.9%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	50	-	520	1957	848	61.3%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**136**	**433**	**20**	**17.5**	**6.3**	**1.2**	**25.0**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**74**	**318**	**17**	**8.2**	**3.8**	**0.8**	**12.7**	**-**	**-**	**-**	**-**
1/2+1/1	697	697	-	-	-	3.6	1.0	-	4.6	23.6	6.1	1.0	7.1
2/1	419	419	-	-	-	1.0	0.4	-	1.4	12.4	4.7	0.4	5.1
2/2	436	436	-	-	-	2.1	1.0	-	3.1	25.2	6.3	1.0	7.3
3/1	464	464	-	-	-	0.8	0.4	-	1.2	9.7	6.7	0.4	7.1
3/2	409	409	74	318	17	0.7	1.0	0.8	2.4	21.1	4.2	1.0	5.2
4/1	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**62**	**114**	**3**	**9.3**	**2.6**	**0.4**	**12.3**	**-**	**-**	**-**	**-**
1/1+1/2	824	824	62	114	3	2.8	0.8	0.4	4.0	17.4	21.2	0.8	22.0
2/1+2/2	417	417	-	-	-	3.9	1.0	-	4.8	41.7	11.4	1.0	12.4
3/1	520	520	-	-	-	2.7	0.8	-	3.5	24.4	10.5	0.8	11.3

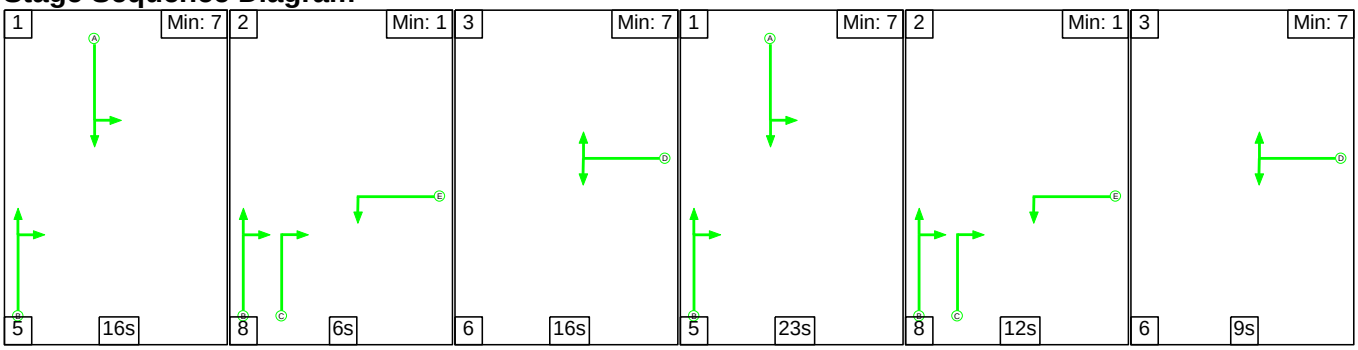
C1	PRC for Signalled Lanes (%):	34.8	Total Delay for Signalled Lanes (pcuHr):	12.70	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	36.5	Total Delay for Signalled Lanes (pcuHr):	12.33	Cycle Time (s): 120
	PRC Over All Lanes (%):	34.8	Total Delay Over All Lanes(pcuHr):	25.03	

Full Input Data And Results

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

C1

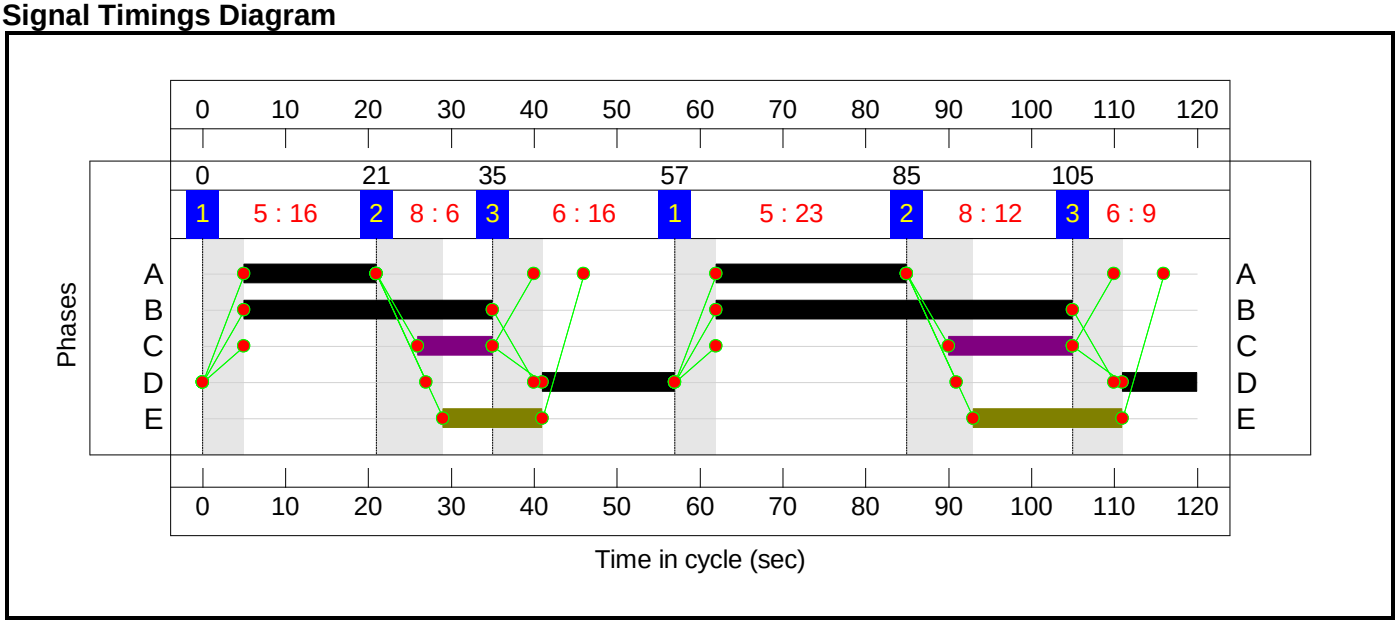
Stage Sequence Diagram



Stage Timings

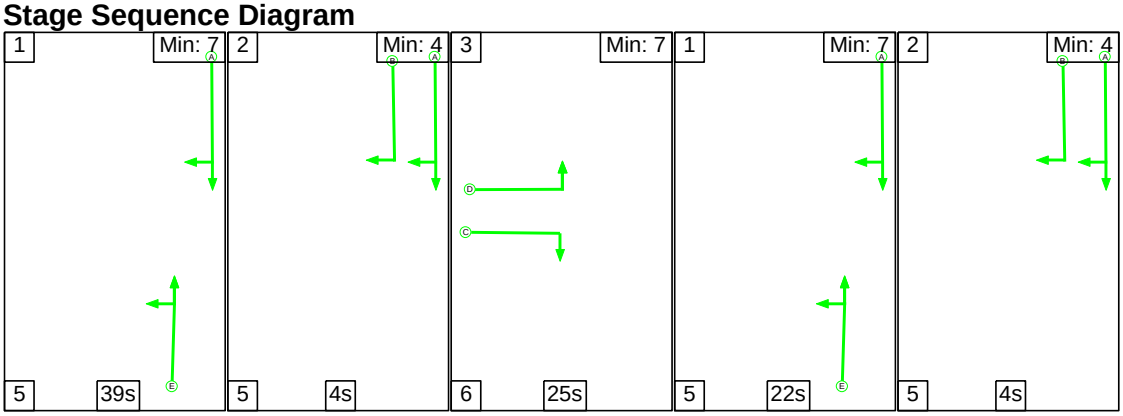
Stage	1	2	3	1	2	3
Duration	16	6	16	23	12	9
Change Point	0	21	35	57	85	105

Signal Timings Diagram



C2

Stage Sequence Diagram

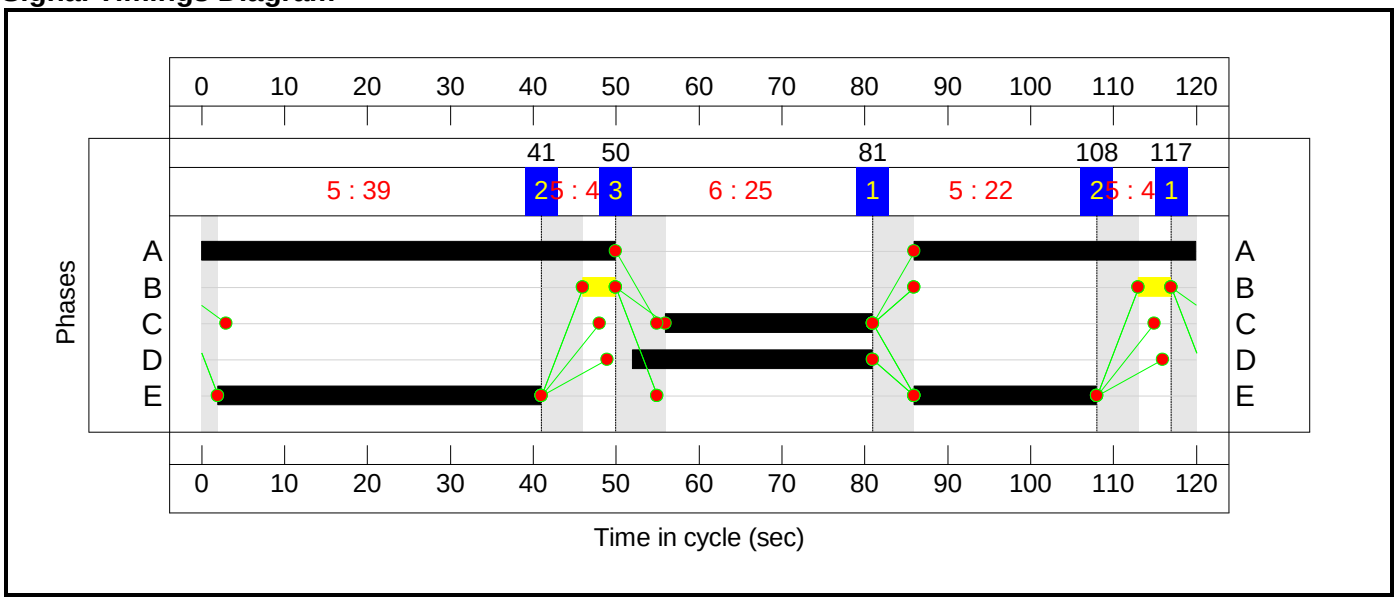


Full Input Data And Results

Stage Timings

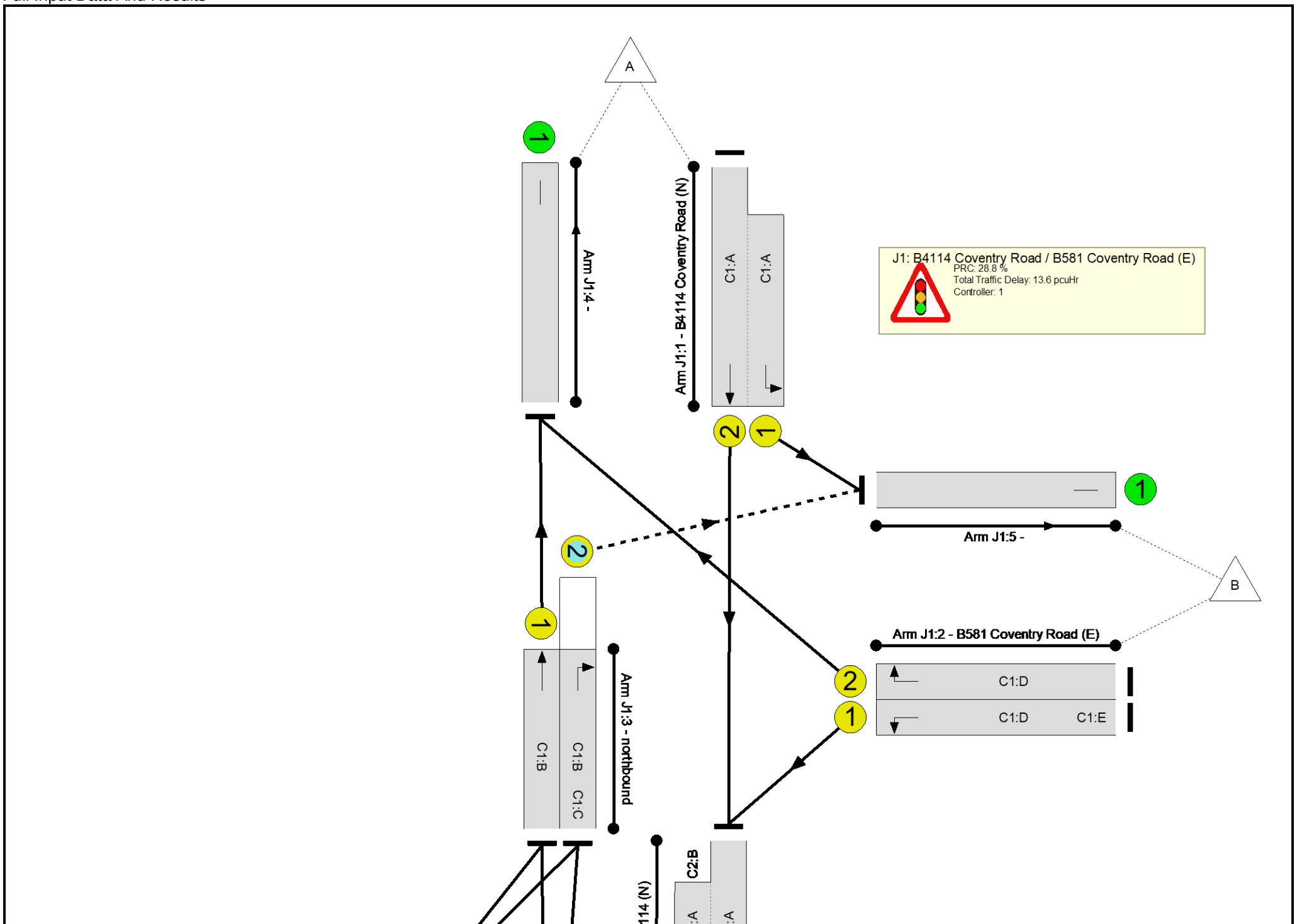
Stage	1	2	3	1	2
Duration	39	4	25	22	4
Change Point	117	41	50	81	108

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A
1
Arm J1:4 -
Arm J1:1 - B4114 Coventry Road (N)
C1:A
C1:A
J1: B4114 Coventry Road / B581 Coventry Road (E)
PRC: 28.8 %
Total Traffic Delay: 13.6 pcuHr
Controller: 1
2
1
1
Arm J1:5 -
B
2
1
Arm J1:2 - B581 Coventry Road (E)
C1:B
C1:B
C1:C
Arm J1:3 - northbound
2
1
C1:D
C1:D
C1:E
C2:B
114 (N)

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: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.9%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	39	-	805	2080:1791	564+612	68.5 : 68.5%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	55	30	389	1791	851	45.7%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	25	-	310	1972	444	69.9%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	73	-	716	1965	1228	58.3%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	73	24	449	1914	729	61.6%
4/1		U	N/A	N/A	-		-	-	-	1026	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	868	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	84	8	775	1965:1871	637+424	73.0 : 73.0%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	29:25	-	399	1828:1868	431+31	86.2 : 86.2%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	61	-	892	1949	1023	87.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**127**	**589**	**43**	**19.3**	**11.6**	**1.9**	**32.8**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**70**	**357**	**22**	**8.5**	**4.1**	**0.9**	**13.6**	**-**	**-**	**-**	**-**
1/2+1/1	805	805	-	-	-	3.7	1.1	-	4.8	21.3	6.1	1.1	7.1
2/1	389	389	-	-	-	1.2	0.4	-	1.6	14.6	4.8	0.4	5.2
2/2	310	310	-	-	-	1.9	1.1	-	3.0	35.0	5.3	1.1	6.5
3/1	716	716	-	-	-	0.9	0.7	-	1.6	8.1	5.0	0.7	5.7
3/2	449	449	70	357	22	0.9	0.8	0.9	2.6	20.9	7.9	0.8	8.7
4/1	1026	1026	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	868	868	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**57**	**232**	**21**	**10.8**	**7.5**	**1.0**	**19.2**	**-**	**-**	**-**	**-**
1/1+1/2	775	775	57	232	21	1.2	1.3	1.0	3.5	16.2	20.1	1.3	21.5
2/1+2/2	399	399	-	-	-	4.8	2.9	-	7.6	68.8	12.4	2.9	15.3
3/1	892	892	-	-	-	4.8	3.2	-	8.1	32.6	16.6	3.2	19.8

C1	PRC for Signalled Lanes (%):	28.8	Total Delay for Signalled Lanes (pcuHr):	13.58
C2	PRC for Signalled Lanes (%):	3.2	Total Delay for Signalled Lanes (pcuHr):	19.19
	PRC Over All Lanes (%):	3.2	Total Delay Over All Lanes(pcuHr):	32.77

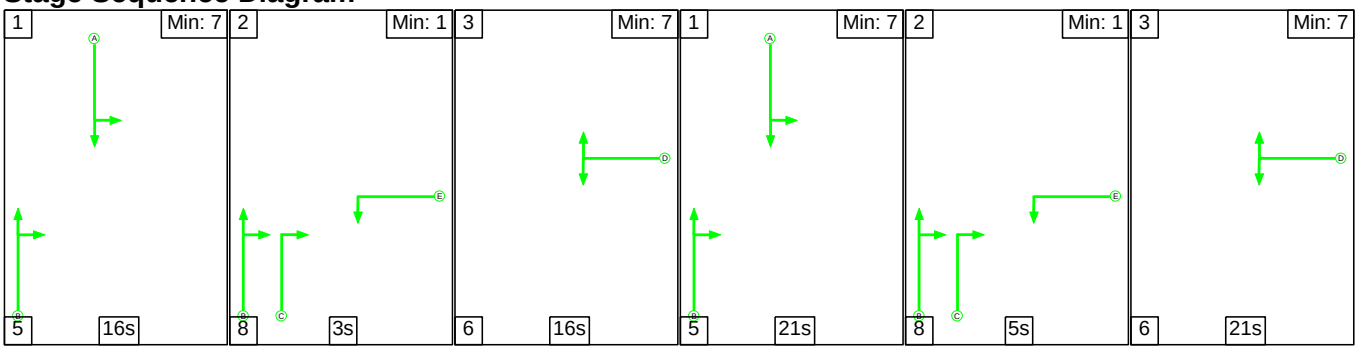
Cycle Time (s): 120
Cycle Time (s): 120

Full Input Data And Results

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

C1

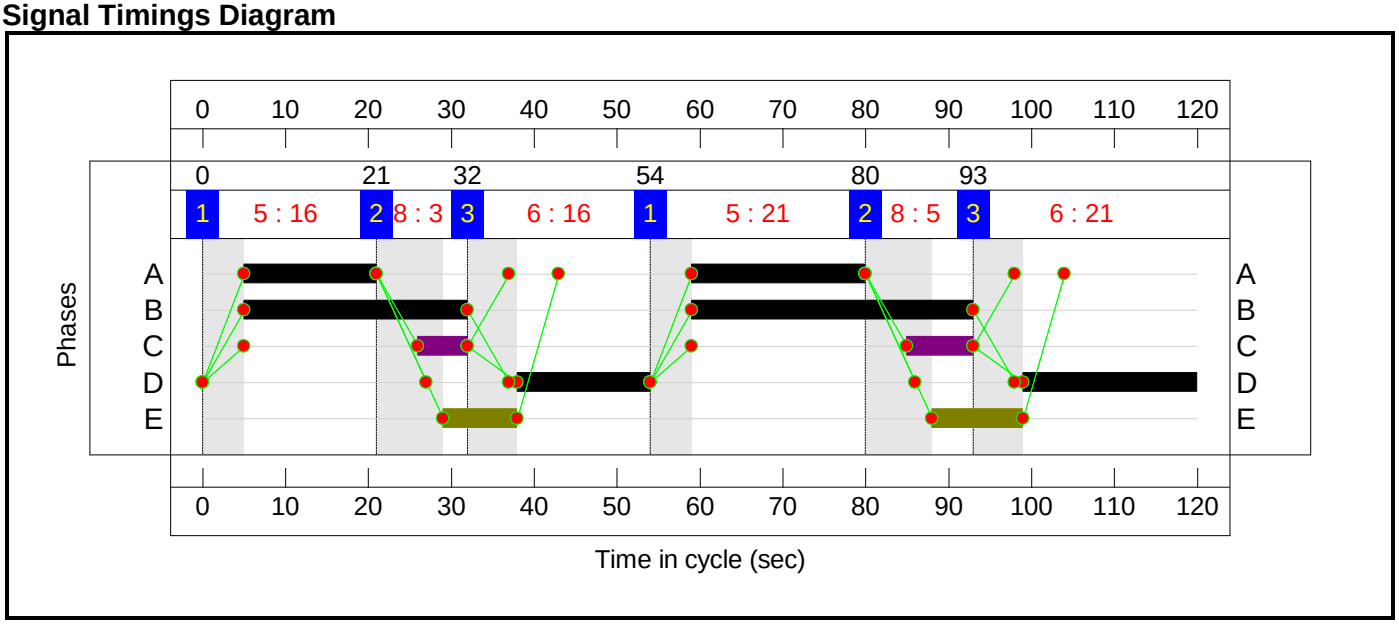
Stage Sequence Diagram



Stage Timings

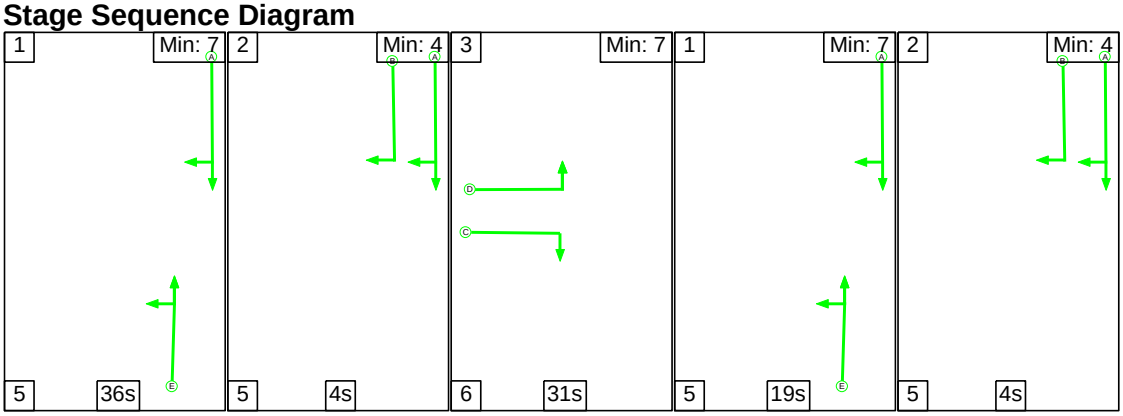
Stage	1	2	3	1	2	3
Duration	16	3	16	21	5	21
Change Point	0	21	32	54	80	93

Signal Timings Diagram



C2

Stage Sequence Diagram

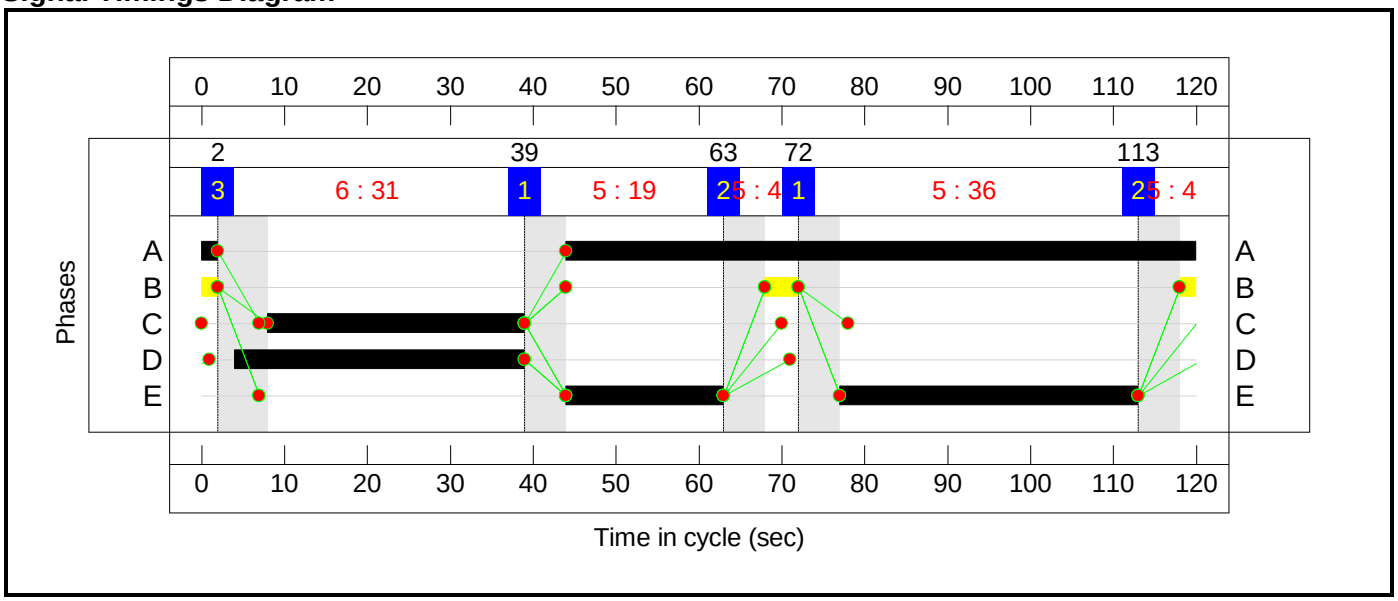


Full Input Data And Results

Stage Timings

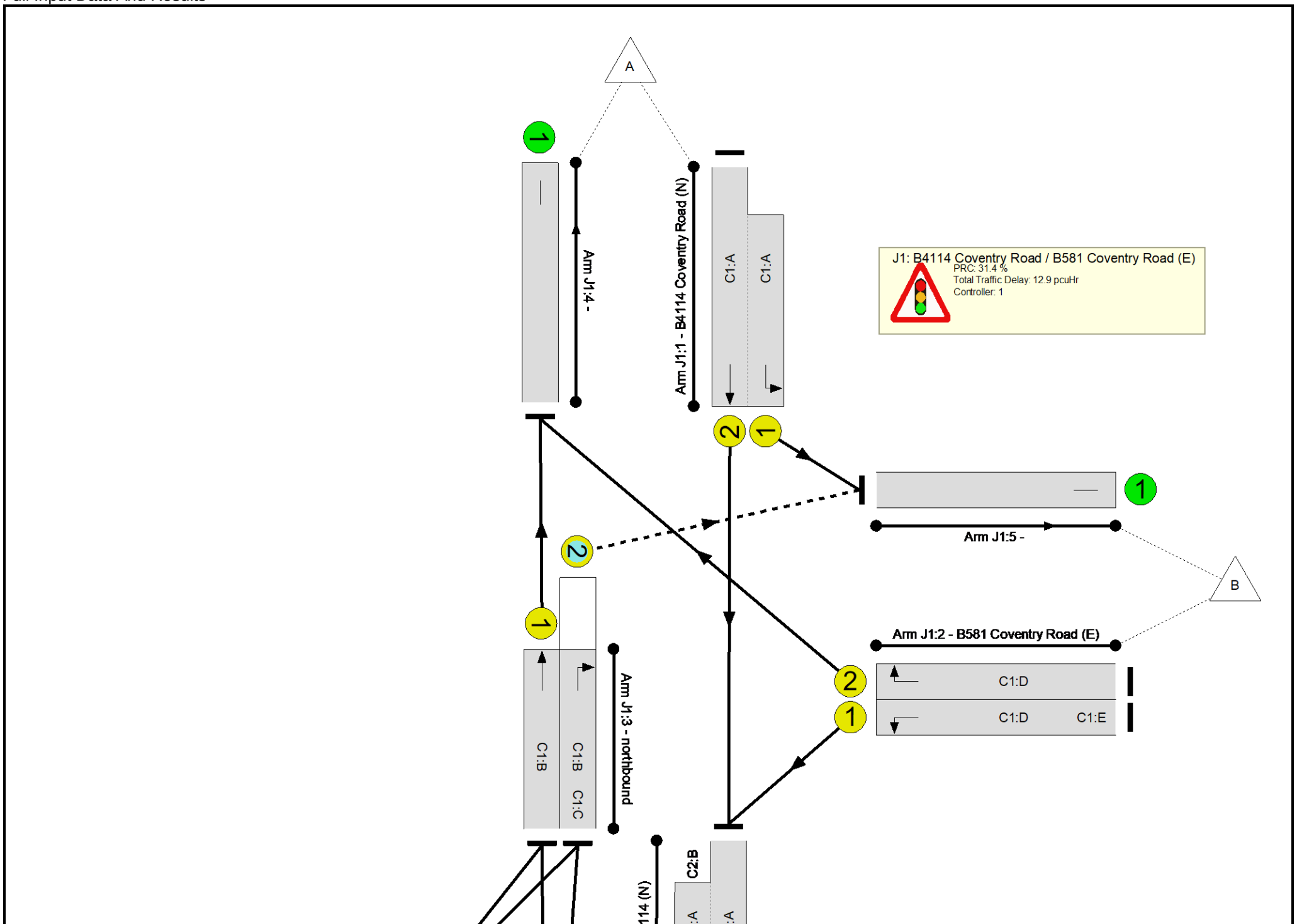
Stage	1	2	3	1	2
Duration	36	4	31	19	4
Change Point	72	113	2	39	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A
1
Arm J1:4 -
Arm J1:1 - B4114 Coventry Road (N)
C1:A
C1:A
J1: B4114 Coventry Road / B581 Coventry Road (E)
PRC: 31.4 %
Total Traffic Delay: 12.9 pcuHr
Controller: 1
2
1
1
Arm J1:5 -
B
2
1
Arm J1:2 - B581 Coventry Road (E)
C1:B
C1:B
C1:C
Arm J1:3 - northbound
2
1
C1:D
C1:D
C1:E
C2:B
114 (N)

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: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.5%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.5%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	37	-	693	2080:1791	664+470	61.1 : 61.1%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	57	20	443	1791	881	50.3%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	37	-	439	1972	641	68.5%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	61	-	464	1965	1032	45.0%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	61	14	409	1914	600	68.2%
4/1		U	N/A	N/A	-		-	-	-	903	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.1%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	78	8	849	1965:1871	1159+221	61.5 : 61.5%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	35:31	-	379	1828:1868	509+47	68.1 : 68.1%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	55	-	550	1959	931	59.1%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**155**	**321**	**69**	**17.0**	**6.4**	**1.2**	**24.5**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**101**	**241**	**67**	**8.2**	**3.8**	**0.8**	**12.9**	**-**	**-**	**-**	**-**
1/2+1/1	693	693	-	-	-	3.2	0.8	-	4.0	20.9	6.1	0.8	6.9
2/1	443	443	-	-	-	1.3	0.5	-	1.8	14.5	5.3	0.5	5.8
2/2	439	439	-	-	-	2.2	1.1	-	3.2	26.5	6.8	1.1	7.9
3/1	464	464	-	-	-	0.8	0.4	-	1.2	9.6	7.0	0.4	7.4
3/2	409	409	101	241	67	0.7	1.1	0.8	2.6	23.0	4.5	1.1	5.6
4/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**54**	**80**	**2**	**8.7**	**2.6**	**0.3**	**11.7**	**-**	**-**	**-**	**-**
1/1+1/2	849	849	54	80	2	2.5	0.8	0.3	3.7	15.5	20.2	0.8	21.0
2/1+2/2	379	379	-	-	-	3.9	1.1	-	4.9	46.8	10.8	1.1	11.8
3/1	550	550	-	-	-	2.4	0.7	-	3.1	20.2	10.5	0.7	11.3

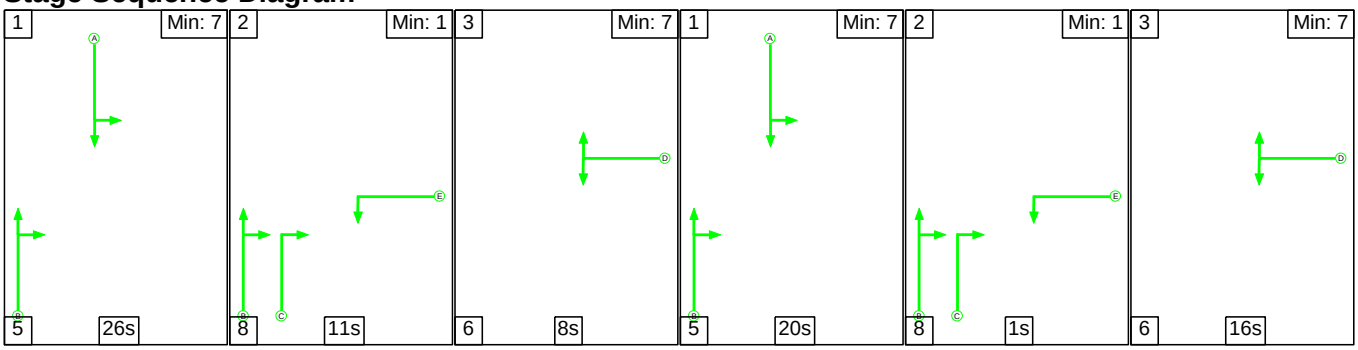
C1	PRC for Signalled Lanes (%):	31.4	Total Delay for Signalled Lanes (pcuHr):	12.88	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	32.1	Total Delay for Signalled Lanes (pcuHr):	11.66	Cycle Time (s): 120
	PRC Over All Lanes (%):	31.4	Total Delay Over All Lanes(pcuHr):	24.55	

Full Input Data And Results

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

C1

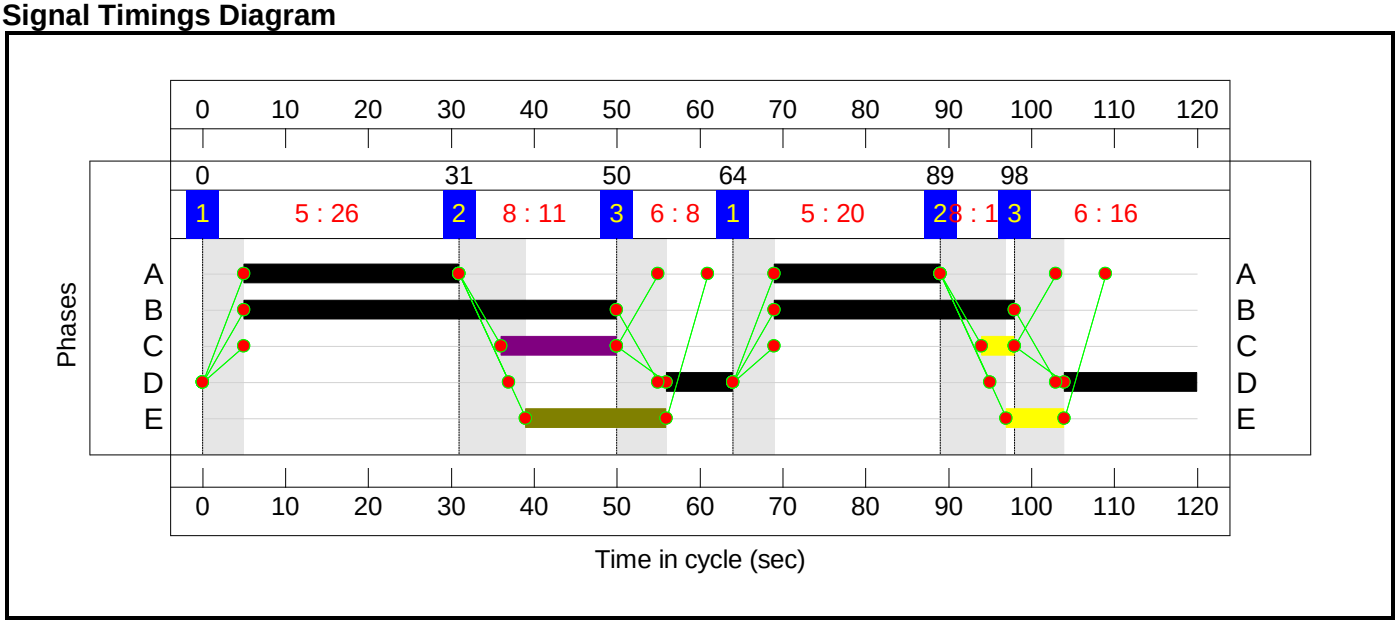
Stage Sequence Diagram



Stage Timings

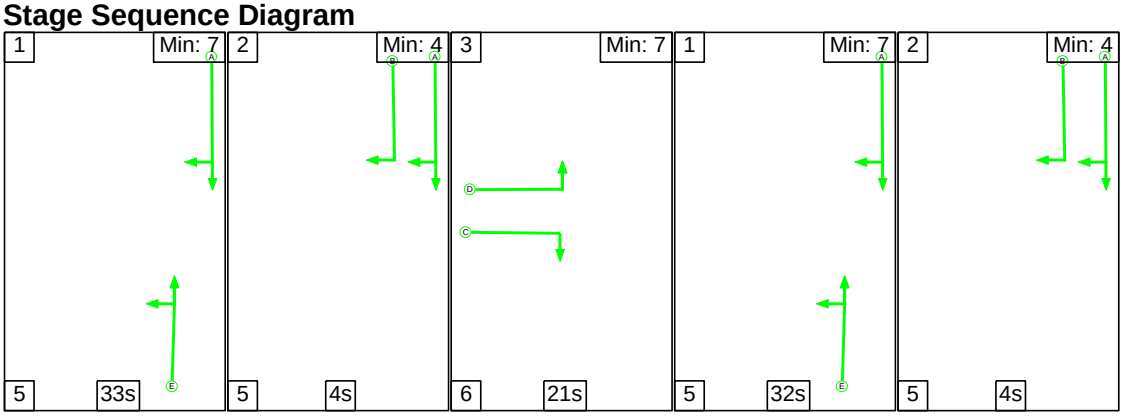
Stage	1	2	3	1	2	3
Duration	26	11	8	20	1	16
Change Point	0	31	50	64	89	98

Signal Timings Diagram



C2

Stage Sequence Diagram

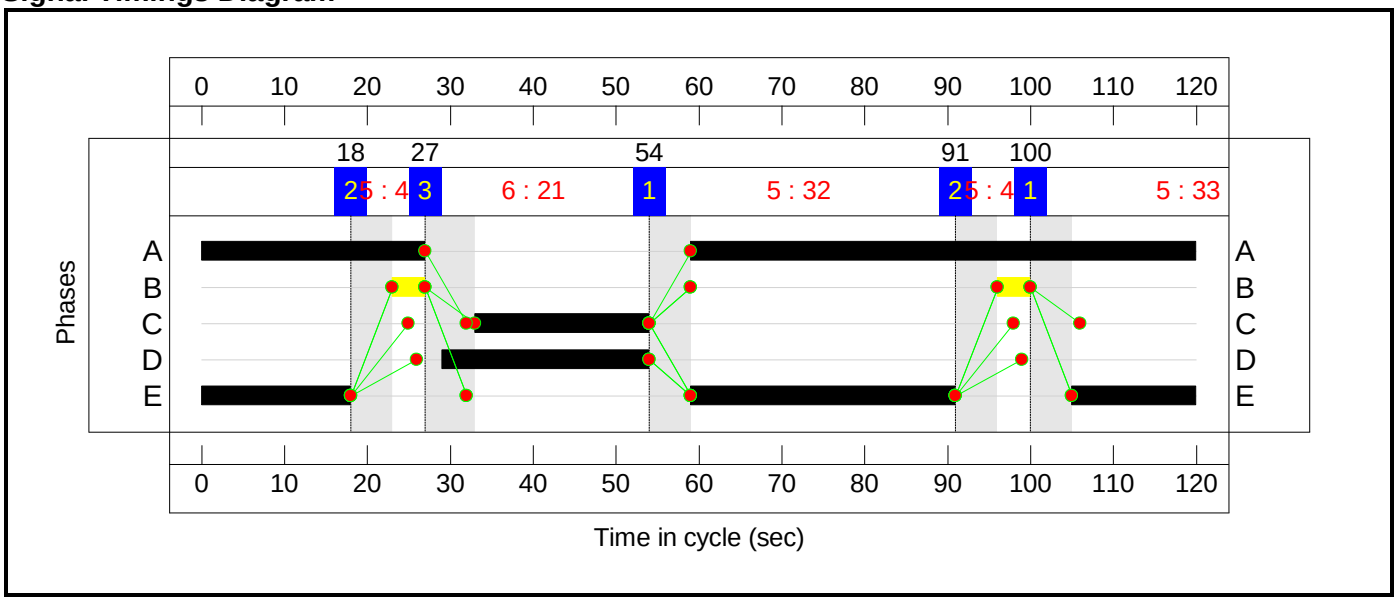


Full Input Data And Results

Stage Timings

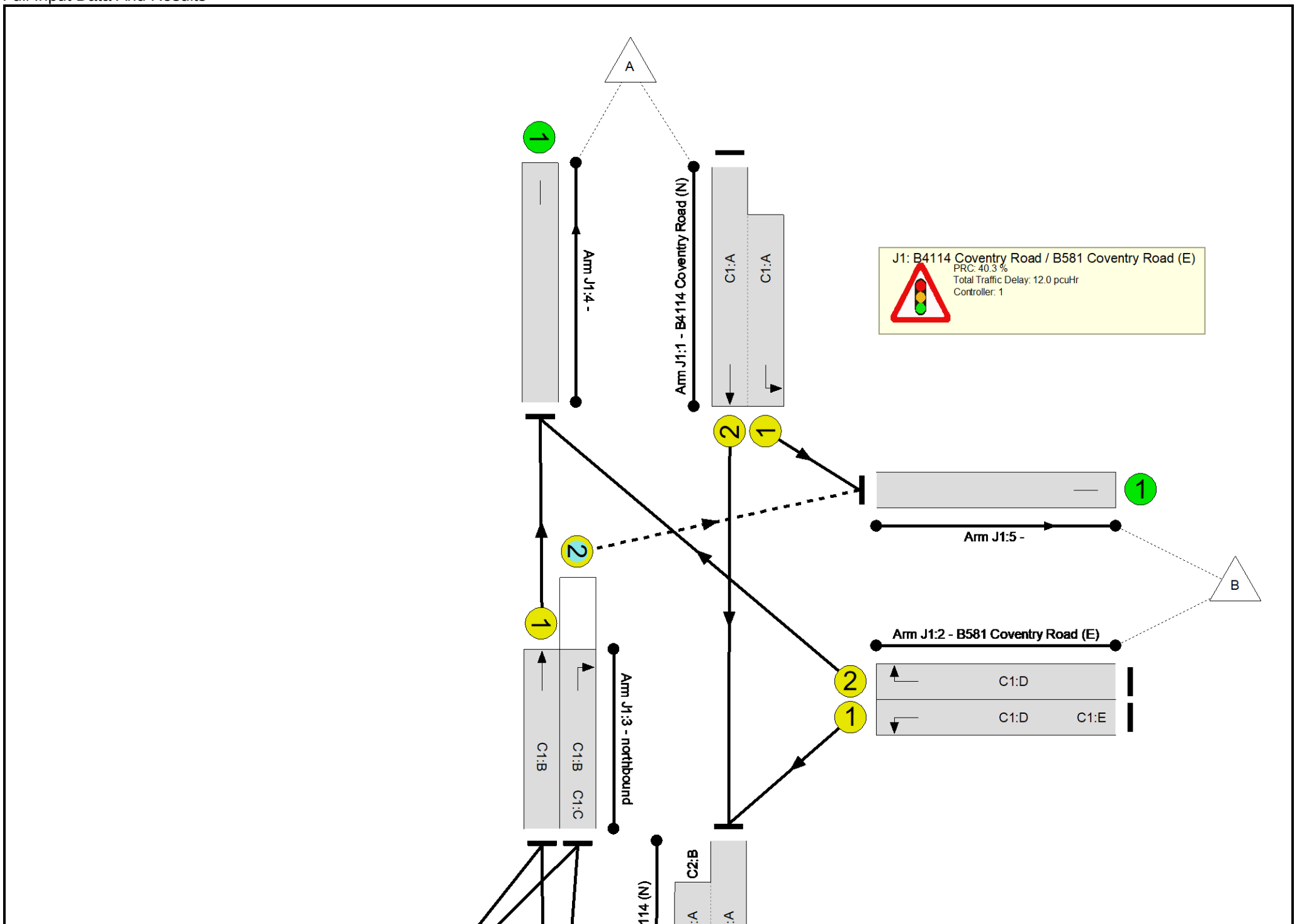
Stage	1	2	3	1	2
Duration	33	4	21	32	4
Change Point	100	18	27	54	91

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A
1
Arm J1:4 -
Arm J1:1 - B4114 Coventry Road (N)
C1:A
C1:A
J1: B4114 Coventry Road / B581 Coventry Road (E)
PRC: 40.3 %
Total Traffic Delay: 12.0 pcuHr
Controller: 1
2
1
1
Arm J1:5 -
B
2
1
Arm J1:2 - B581 Coventry Road (E)
C1:B
C1:B
C1:C
Arm J1:3 - northbound
2
C1:D
1
C1:D
C1:E
C2:B
114 (N)

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: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.2%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.1%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	46	-	825	2080:1791	642+698	61.6 : 61.6%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	48	24	437	1791	746	58.6%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	24	-	274	1972	427	64.1%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	74	-	542	1965	1244	43.6%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	74	18	422	1914	665	63.5%
4/1		U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	534	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.2%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	88	8	832	1965:1871	822+513	62.3 : 62.3%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	25:21	-	287	1828:1868	372+31	71.3 : 71.3%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	65	-	796	1947	1087	73.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**225**	**443**	**74**	**14.6**	**7.0**	**1.9**	**23.6**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**102**	**259**	**61**	**7.4**	**3.6**	**0.9**	**12.0**	**-**	**-**	**-**	**-**
1/2+1/1	825	825	-	-	-	3.2	0.8	-	4.0	17.3	5.7	0.8	6.5
2/1	437	437	-	-	-	1.7	0.7	-	2.4	19.4	6.1	0.7	6.8
2/2	274	274	-	-	-	1.7	0.9	-	2.6	33.6	4.8	0.9	5.7
3/1	542	542	-	-	-	0.5	0.4	-	0.8	5.6	4.2	0.4	4.5
3/2	422	422	102	259	61	0.4	0.9	0.9	2.3	19.2	3.0	0.9	3.8
4/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**123**	**183**	**13**	**7.2**	**3.4**	**0.9**	**11.6**	**-**	**-**	**-**	**-**
1/1+1/2	832	832	123	183	13	1.0	0.8	0.9	2.8	12.1	20.0	0.8	20.9
2/1+2/2	287	287	-	-	-	3.5	1.2	-	4.7	58.6	8.6	1.2	9.8
3/1	796	796	-	-	-	2.8	1.4	-	4.1	18.6	14.8	1.4	16.2

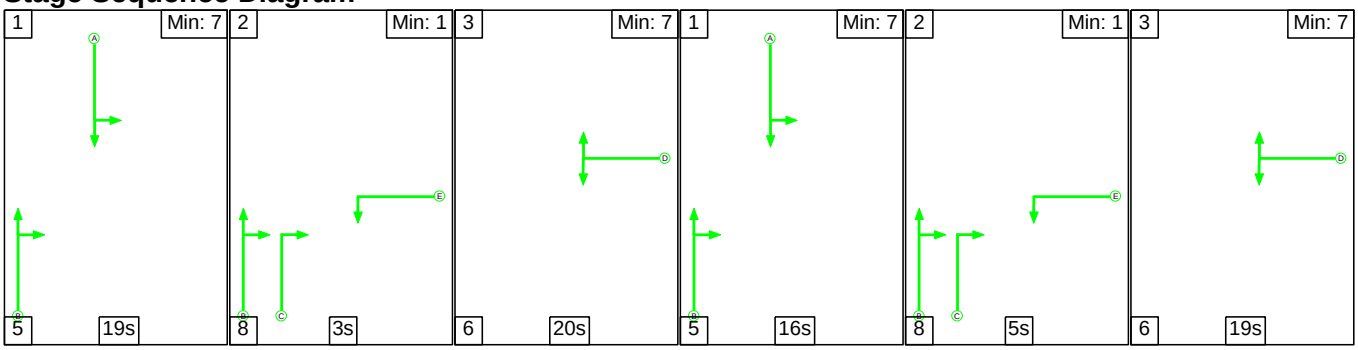
C1	PRC for Signalled Lanes (%):	40.3	Total Delay for Signalled Lanes (pcuHr):	11.97	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	22.9	Total Delay for Signalled Lanes (pcuHr):	11.59	Cycle Time (s): 120
	PRC Over All Lanes (%):	22.9	Total Delay Over All Lanes(pcuHr):	23.56	

Full Input Data And Results

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

C1

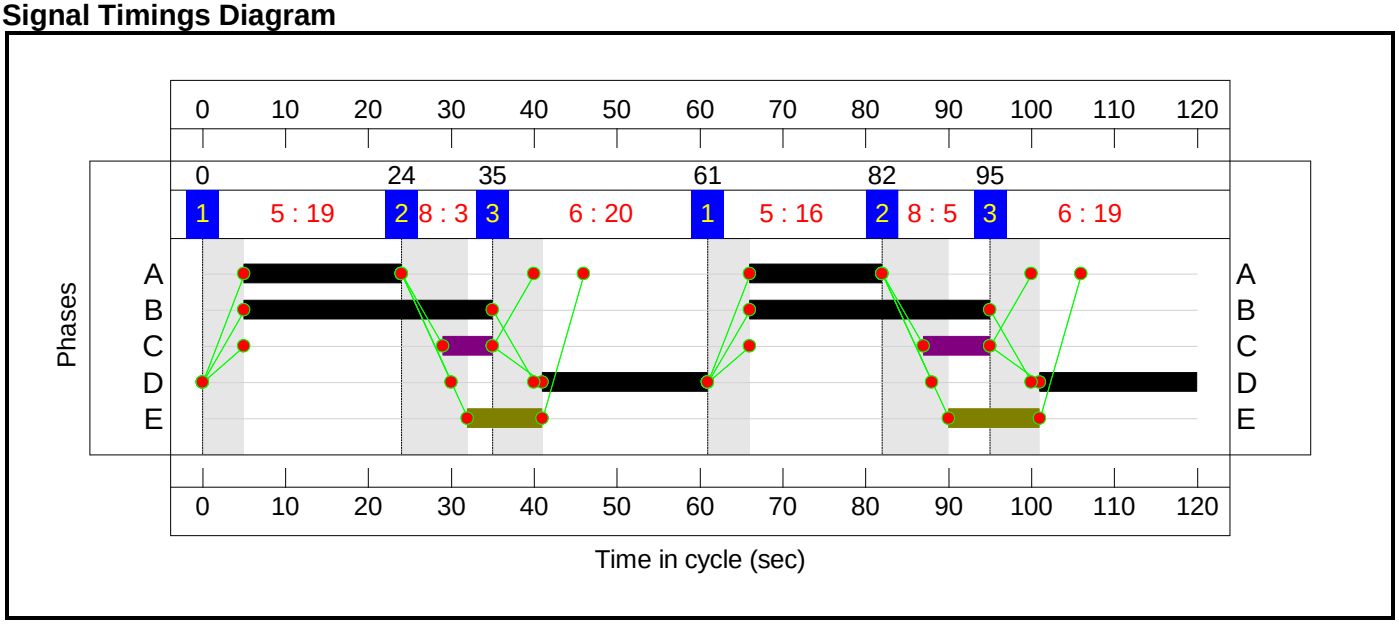
Stage Sequence Diagram



Stage Timings

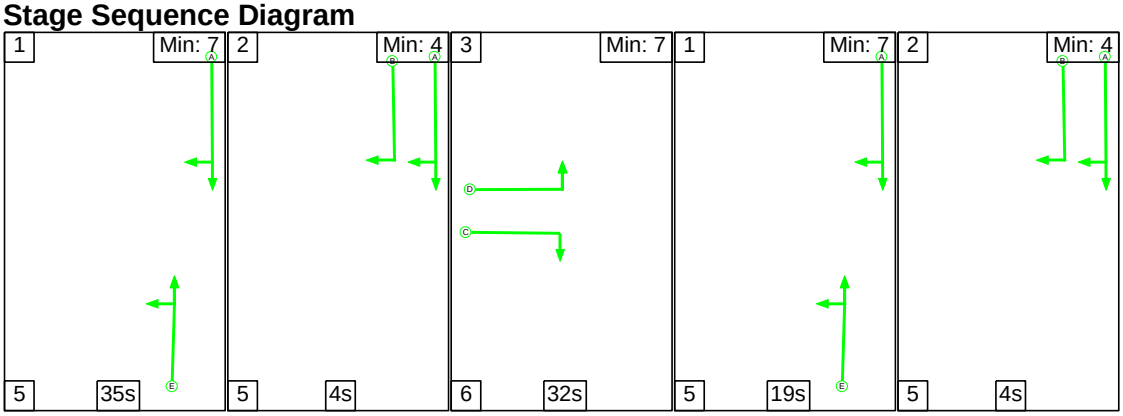
Stage	1	2	3	1	2	3
Duration	19	3	20	16	5	19
Change Point	0	24	35	61	82	95

Signal Timings Diagram



C2

Stage Sequence Diagram

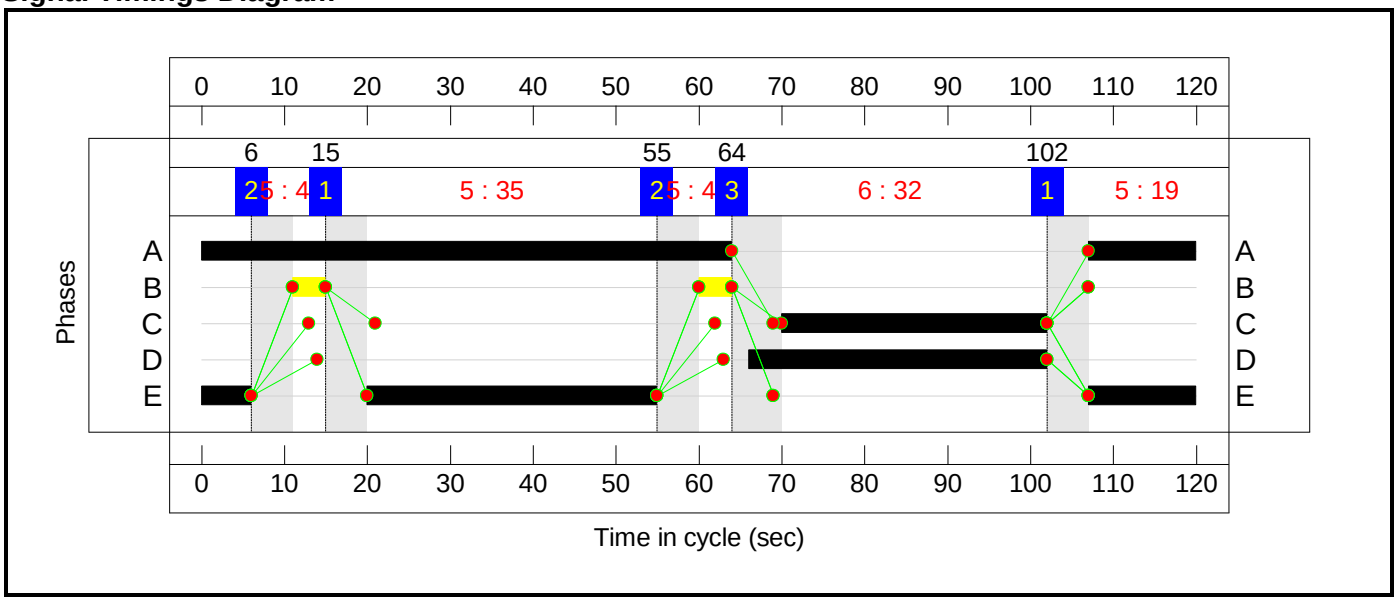


Full Input Data And Results

Stage Timings

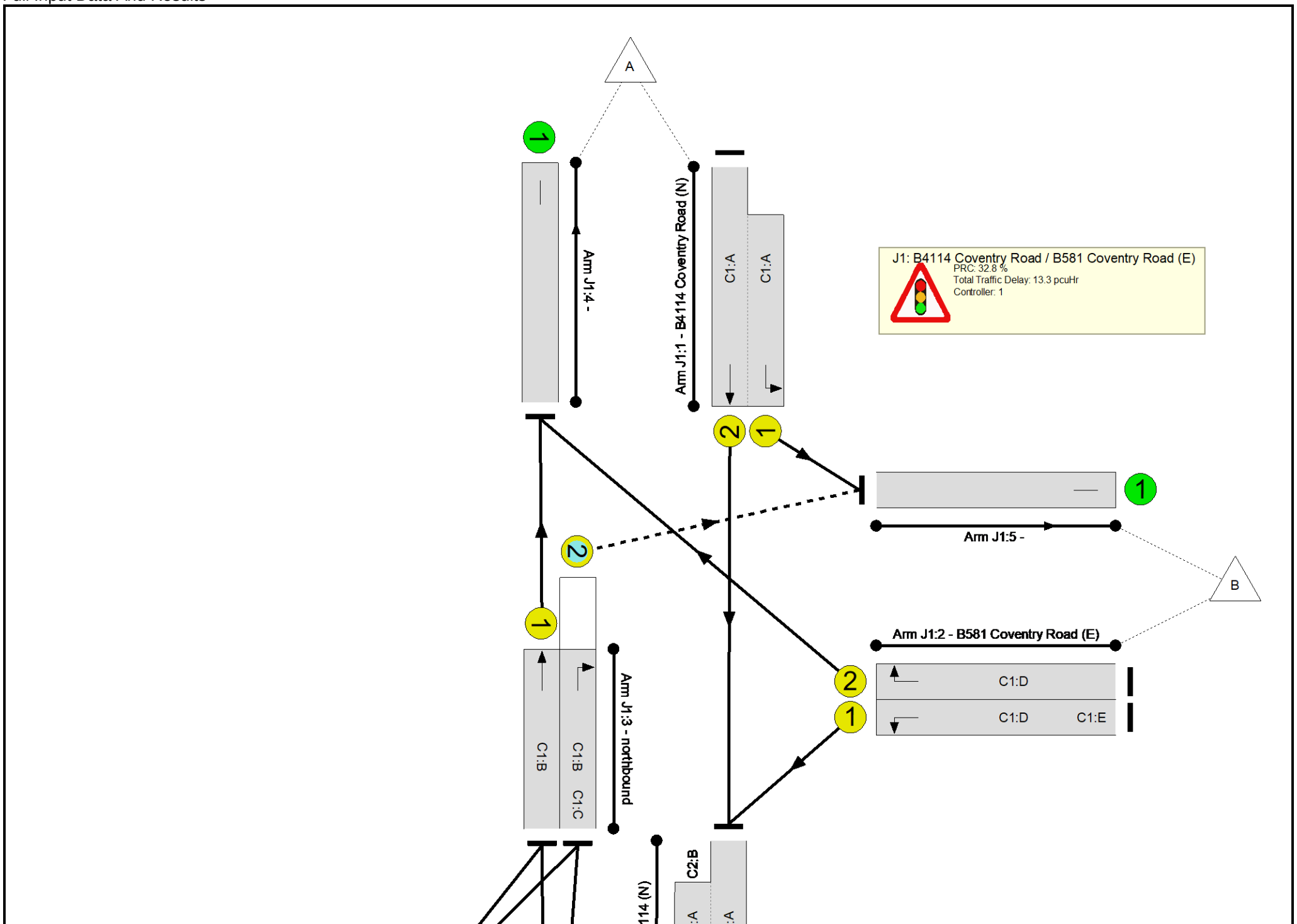
Stage	1	2	3	1	2
Duration	35	4	32	19	4
Change Point	15	55	64	102	6

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A
1
Arm J1:4 -
Arm J1:1 - B4114 Coventry Road (N)
C1:A
C1:A
J1: B4114 Coventry Road / B581 Coventry Road (E)
PRC: 32.8 %
Total Traffic Delay: 13.3 pcuHr
Controller: 1
2
1
1
Arm J1:5 -
B
2
1
Arm J1:2 - B581 Coventry Road (E)
Arm J1:3 - northbound
C1:B
C1:B
C1:C
2
1
C1:D
C1:D
C1:E
C2:B
114 (N)

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: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.8%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.8%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	35	-	711	2080:1791	641+412	67.5 : 67.5%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	59	20	438	1791	910	48.1%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	39	-	448	1972	674	66.5%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	59	-	495	1965	999	49.6%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	59	14	390	1914	576	67.8%
4/1		U	N/A	N/A	-		-	-	-	943	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	775	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.5%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	77	8	871	1965:1871	1156+201	64.2 : 64.2%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	36:32	-	380	1828:1868	522+50	66.5 : 66.5%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	54	-	561	1959	914	61.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**125**	**363**	**31**	**17.6**	**6.7**	**1.1**	**25.4**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**77**	**285**	**29**	**8.5**	**4.0**	**0.8**	**13.3**	**-**	**-**	**-**	**-**
1/2+1/1	711	711	-	-	-	3.5	1.0	-	4.5	22.9	6.4	1.0	7.4
2/1	438	438	-	-	-	1.2	0.5	-	1.6	13.4	5.0	0.5	5.5
2/2	448	448	-	-	-	2.1	1.0	-	3.1	24.7	6.3	1.0	7.3
3/1	495	495	-	-	-	1.1	0.5	-	1.5	11.3	7.6	0.5	8.1
3/2	390	390	77	285	29	0.7	1.0	0.8	2.5	23.4	4.3	1.0	5.3
4/1	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	775	775	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**49**	**78**	**2**	**9.1**	**2.7**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	871	871	49	78	2	2.7	0.9	0.3	3.9	16.3	21.4	0.9	22.2
2/1+2/2	380	380	-	-	-	3.8	1.0	-	4.8	45.2	10.7	1.0	11.7
3/1	561	561	-	-	-	2.5	0.8	-	3.3	21.4	11.1	0.8	11.9

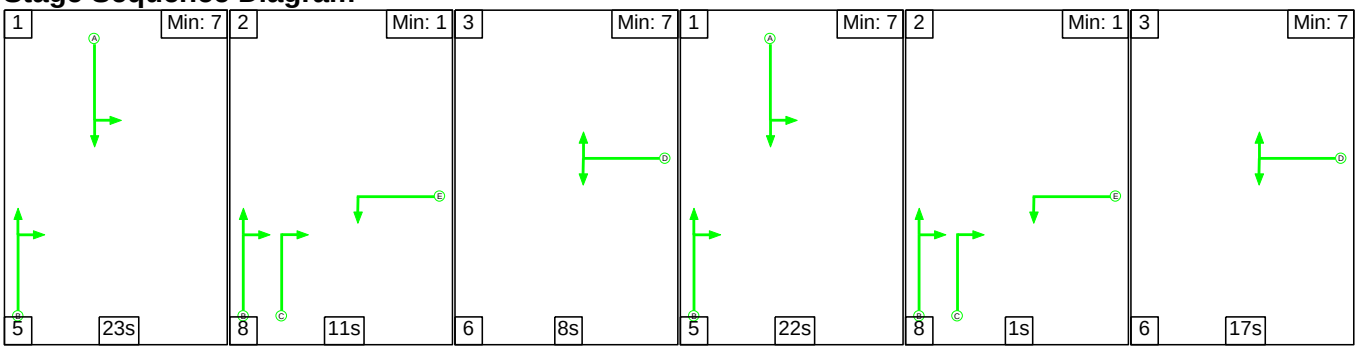
C1	PRC for Signalled Lanes (%):	32.8	Total Delay for Signalled Lanes (pcuHr):	13.32	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	35.4	Total Delay for Signalled Lanes (pcuHr):	12.06	Cycle Time (s): 120
	PRC Over All Lanes (%):	32.8	Total Delay Over All Lanes(pcuHr):	25.38	

Full Input Data And Results

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

C1

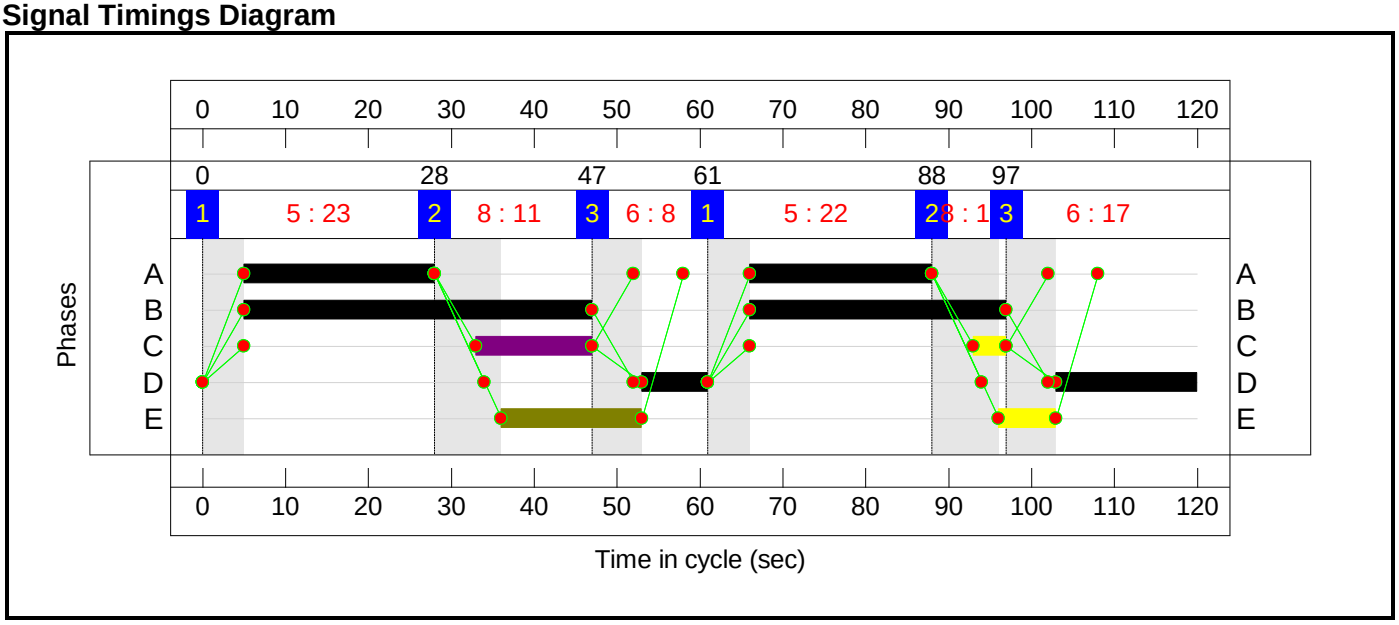
Stage Sequence Diagram



Stage Timings

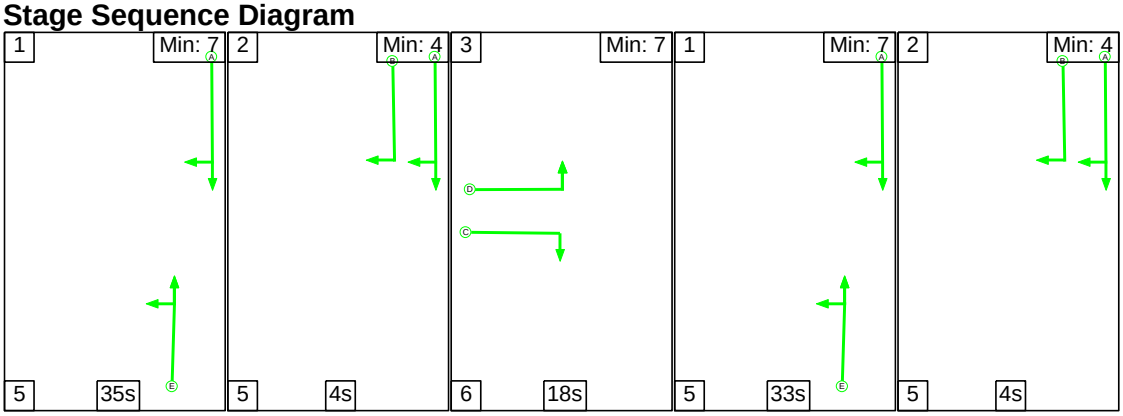
Stage	1	2	3	1	2	3
Duration	23	11	8	22	1	17
Change Point	0	28	47	61	88	97

Signal Timings Diagram



C2

Stage Sequence Diagram

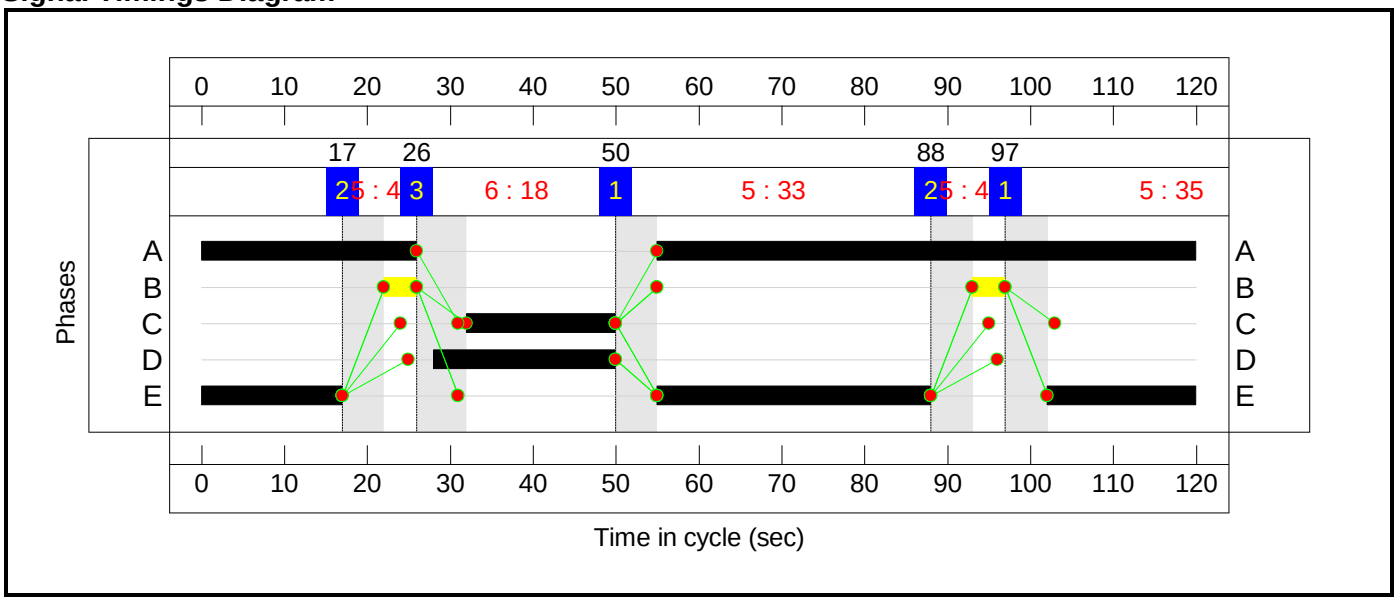


Full Input Data And Results

Stage Timings

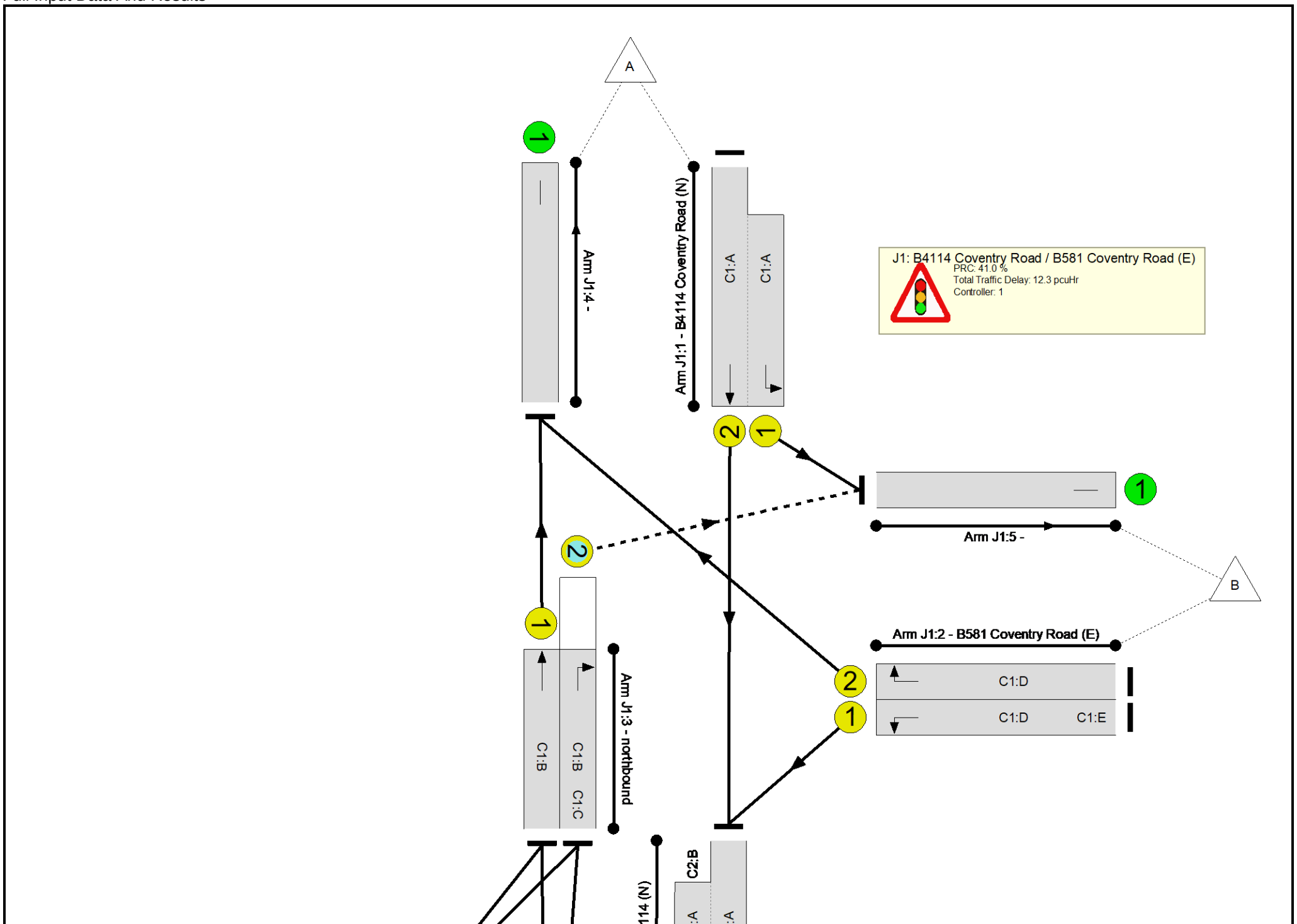
Stage	1	2	3	1	2
Duration	35	4	18	33	4
Change Point	97	17	26	50	88

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A
1
Arm J1:4 -
Arm J1:1 - B4114 Coventry Road (N)
C1:A
C1:A
J1: B4114 Coventry Road / B581 Coventry Road (E)
PRC: 41.0 %
Total Traffic Delay: 12.3 pcuHr
Controller: 1
2
1
1
Arm J1:5 -
B
2
1
Arm J1:2 - B581 Coventry Road (E)
C1:B
C1:B
C1:C
Arm J1:3 - northbound
2
1
C1:D
C1:D
C1:E
C2:B
114 (N)

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: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.9%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.8%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	45	-	822	2080:1791	603+701	63.0 : 63.0%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	49	24	450	1791	761	59.1%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	25	-	277	1972	444	62.4%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	73	-	518	1965	1228	42.2%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	73	18	419	1914	656	63.8%
4/1		U	N/A	N/A	-		-	-	-	795	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	861	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	425	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.9%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	91	8	830	1965:1871	826+532	61.1 : 61.1%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	22:18	-	251	1828:1868	330+27	70.4 : 70.4%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	68	-	805	1947	1136	70.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**241**	**432**	**71**	**14.1**	**6.8**	**2.0**	**22.9**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**93**	**268**	**57**	**7.7**	**3.6**	**1.0**	**12.3**	**-**	**-**	**-**	**-**
1/2+1/1	822	822	-	-	-	3.2	0.8	-	4.1	17.9	6.0	0.8	6.9
2/1	450	450	-	-	-	1.7	0.7	-	2.4	19.0	5.7	0.7	6.5
2/2	277	277	-	-	-	1.6	0.8	-	2.5	32.0	4.6	0.8	5.4
3/1	518	518	-	-	-	0.6	0.4	-	0.9	6.4	4.5	0.4	4.9
3/2	419	419	93	268	57	0.6	0.9	1.0	2.5	21.3	3.2	0.9	4.1
4/1	795	795	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**147**	**164**	**14**	**6.5**	**3.2**	**1.0**	**10.6**	**-**	**-**	**-**	**-**
1/1+1/2	830	830	147	164	14	0.9	0.8	1.0	2.6	11.3	19.9	0.8	20.6
2/1+2/2	251	251	-	-	-	3.2	1.2	-	4.3	61.8	7.5	1.2	8.7
3/1	805	805	-	-	-	2.4	1.2	-	3.7	16.3	14.1	1.2	15.3

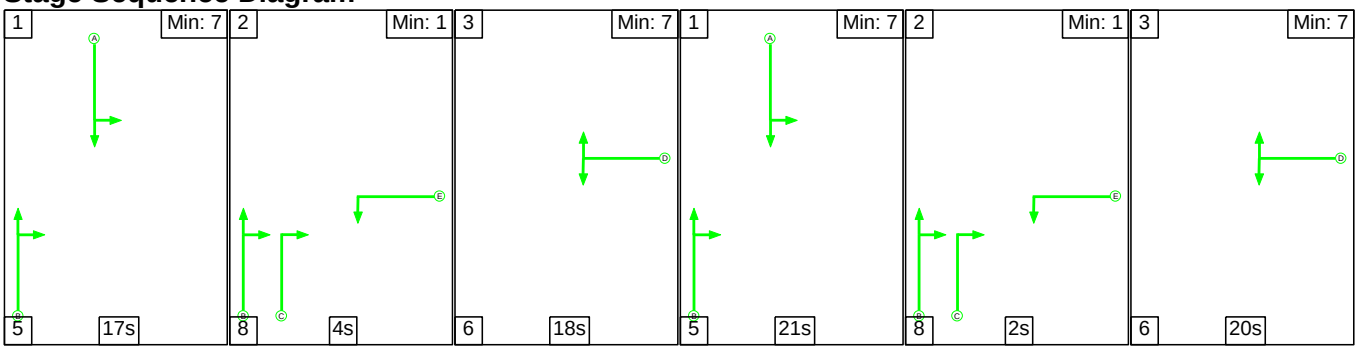
C1	PRC for Signalled Lanes (%): 41.0	Total Delay for Signalled Lanes (pcuHr): 12.33	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%): 27.0	Total Delay for Signalled Lanes (pcuHr): 10.56	Cycle Time (s): 120
	PRC Over All Lanes (%): 27.0	Total Delay Over All Lanes(pcuHr): 22.89	

Full Input Data And Results

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

C1

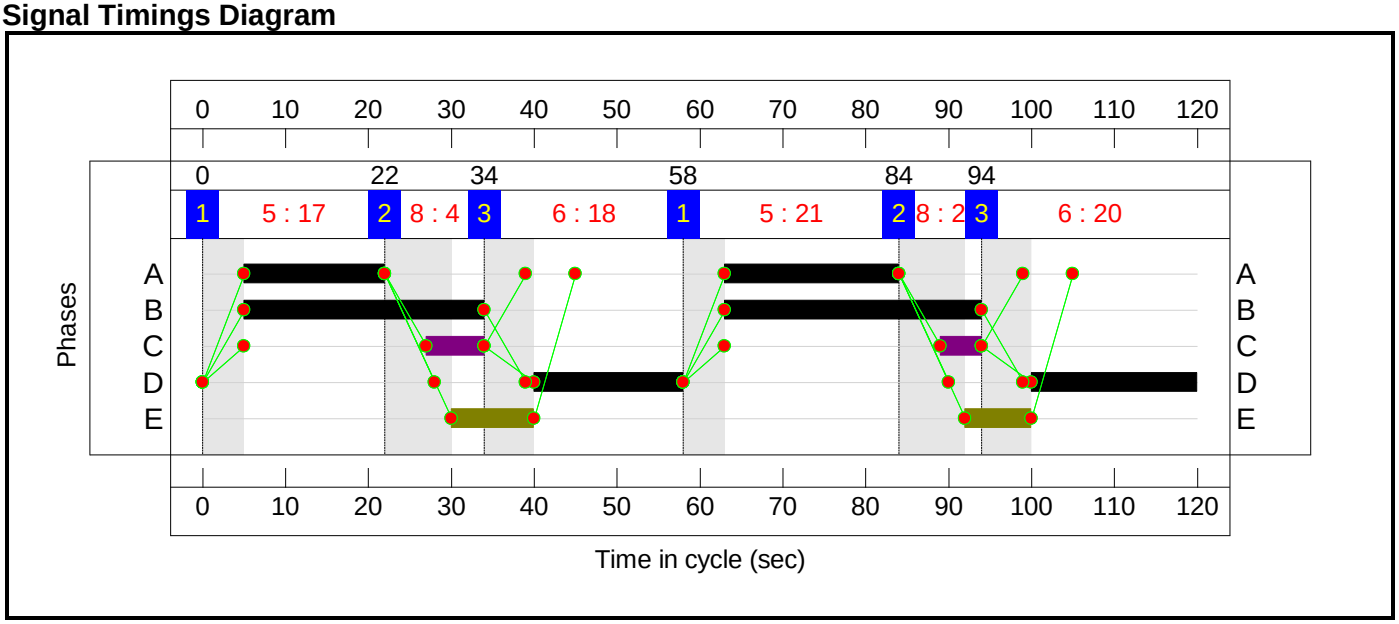
Stage Sequence Diagram



Stage Timings

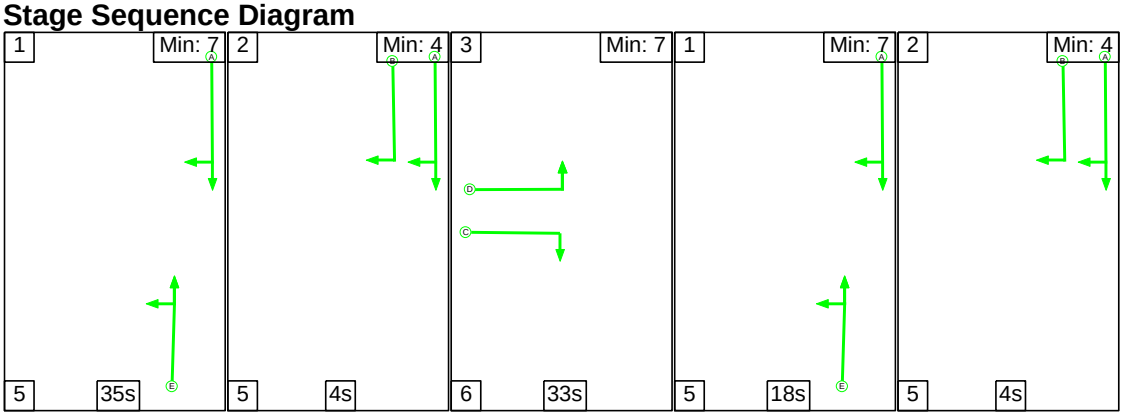
Stage	1	2	3	1	2	3
Duration	17	4	18	21	2	20
Change Point	0	22	34	58	84	94

Signal Timings Diagram



C2

Stage Sequence Diagram

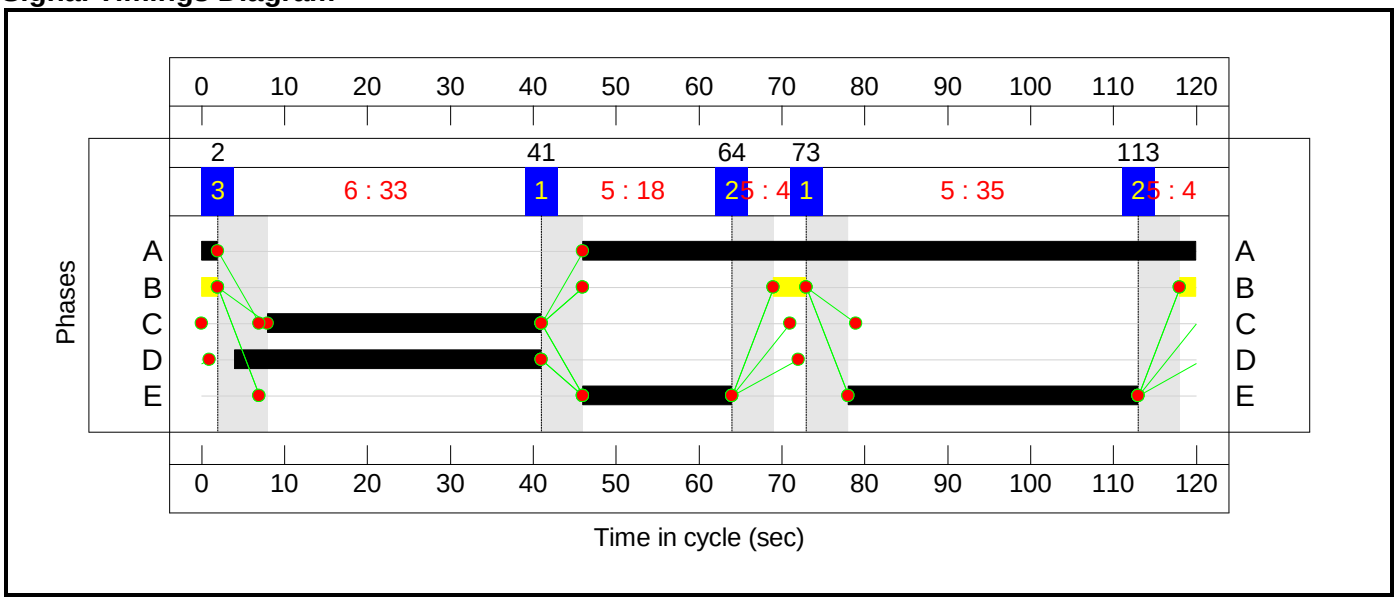


Full Input Data And Results

Stage Timings

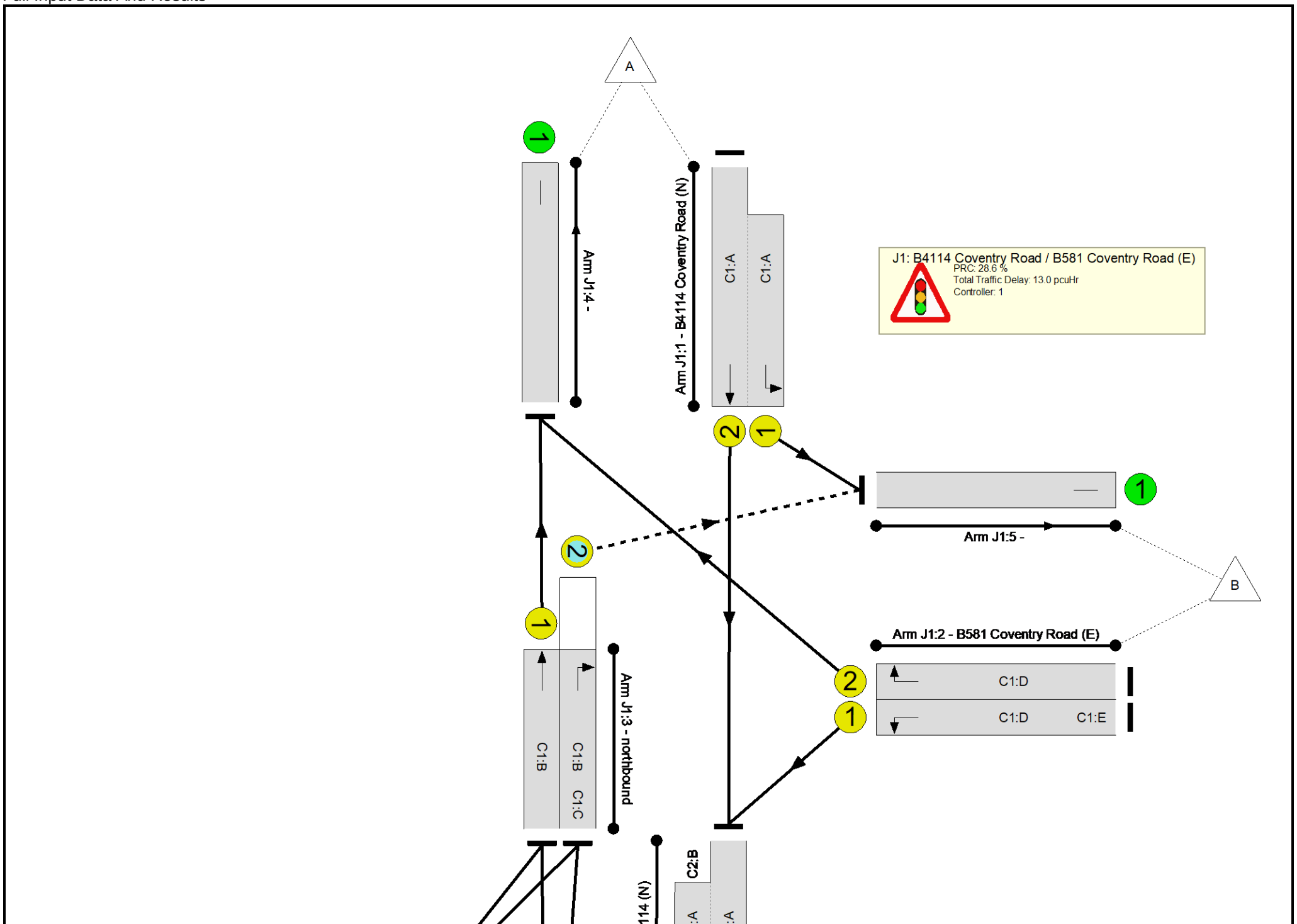
Stage	1	2	3	1	2
Duration	35	4	33	18	4
Change Point	73	113	2	41	64

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A
1
Arm J1:4 -
Arm J1:1 - B4114 Coventry Road (N)
C1:A
C1:A
J1: B4114 Coventry Road / B581 Coventry Road (E)
PRC: 28.6 %
Total Traffic Delay: 13.0 pcuHr
Controller: 1
2
1
1
Arm J1:5 -
B
2
1
Arm J1:2 - B581 Coventry Road (E)
C1:B
C1:B
C1:C
Arm J1:3 - northbound
2
1
C1:D
C1:D
C1:E
C2:B
114 (N)

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: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.0%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.0%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	38	-	719	2080:1791	681+508	60.5 : 60.5%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	56	18	406	1791	866	46.9%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	38	-	460	1972	657	70.0%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	60	-	477	1965	1015	47.0%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	60	12	396	1914	569	69.6%
4/1		U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	208	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.4%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	76	8	818	1965:1871	1081+307	59.0 : 59.0%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	37:33	-	407	1828:1868	539+48	69.4 : 69.4%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	53	-	526	1957	897	58.6%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**164**	**366**	**47**	**17.1**	**6.5**	**1.3**	**24.9**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**101**	**251**	**44**	**8.3**	**3.9**	**0.8**	**13.0**	**-**	**-**	**-**	**-**
1/2+1/1	719	719	-	-	-	3.3	0.8	-	4.0	20.2	5.6	0.8	6.4
2/1	406	406	-	-	-	1.2	0.4	-	1.6	14.3	4.7	0.4	5.2
2/2	460	460	-	-	-	2.2	1.2	-	3.4	26.4	6.8	1.2	7.9
3/1	477	477	-	-	-	0.9	0.4	-	1.4	10.4	7.2	0.4	7.6
3/2	396	396	101	251	44	0.7	1.1	0.8	2.6	24.0	4.2	1.1	5.3
4/1	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**63**	**115**	**3**	**8.8**	**2.5**	**0.4**	**11.8**	**-**	**-**	**-**	**-**
1/1+1/2	818	818	63	115	3	2.4	0.7	0.4	3.6	15.7	20.7	0.7	21.4
2/1+2/2	407	407	-	-	-	4.0	1.1	-	5.2	45.6	11.5	1.1	12.6
3/1	526	526	-	-	-	2.4	0.7	-	3.1	21.3	10.4	0.7	11.1

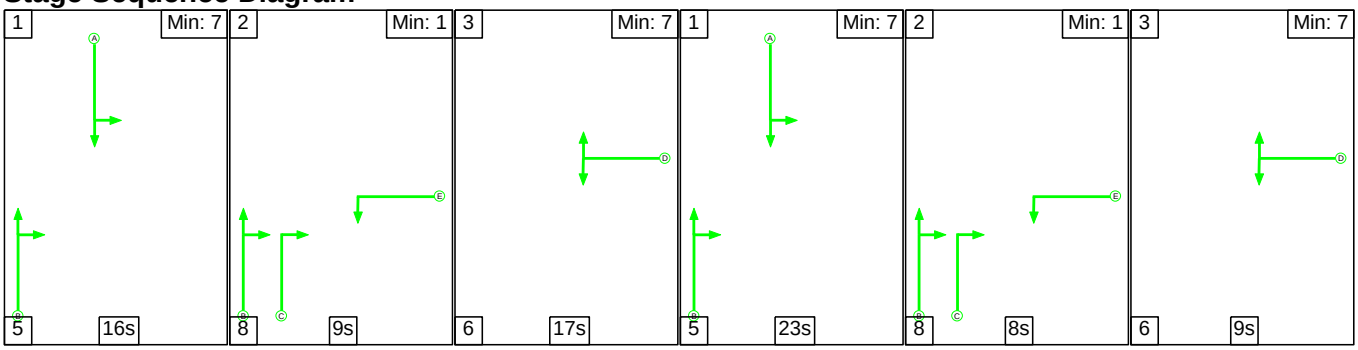
C1	PRC for Signalled Lanes (%):	28.6	Total Delay for Signalled Lanes (pcuHr):	13.05	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	29.6	Total Delay for Signalled Lanes (pcuHr):	11.83	Cycle Time (s): 120
	PRC Over All Lanes (%):	28.6	Total Delay Over All Lanes(pcuHr):	24.88	

Full Input Data And Results

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

C1

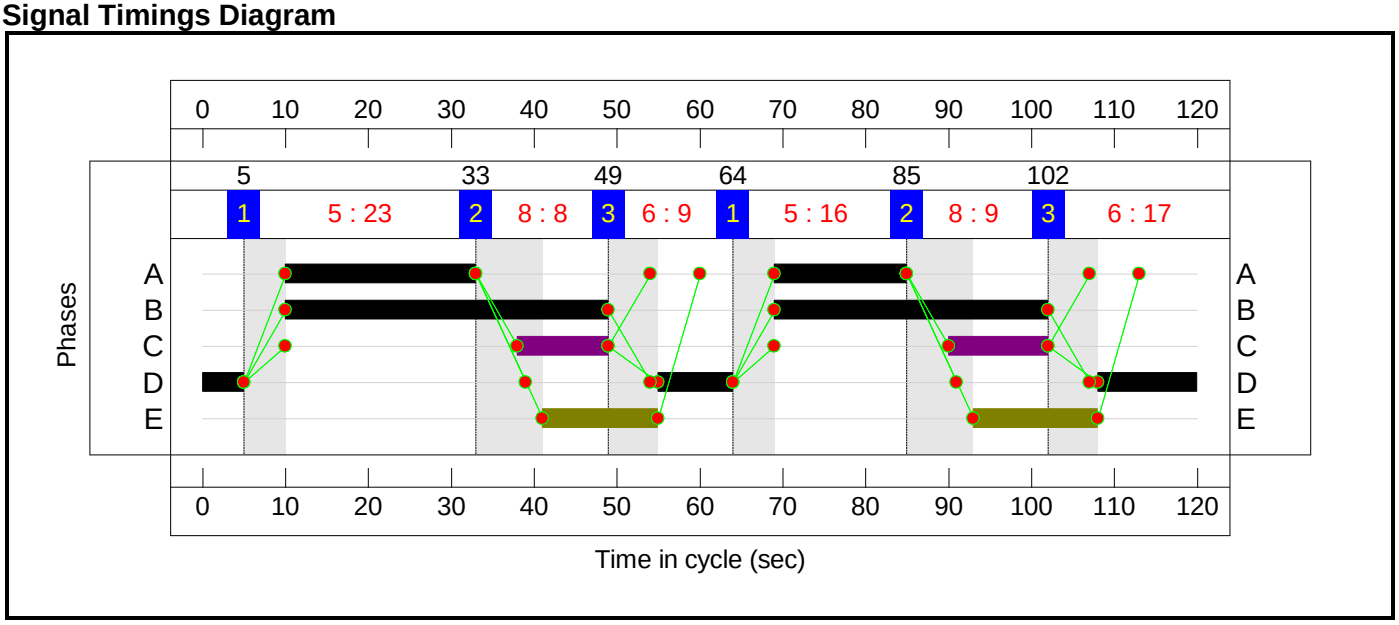
Stage Sequence Diagram



Stage Timings

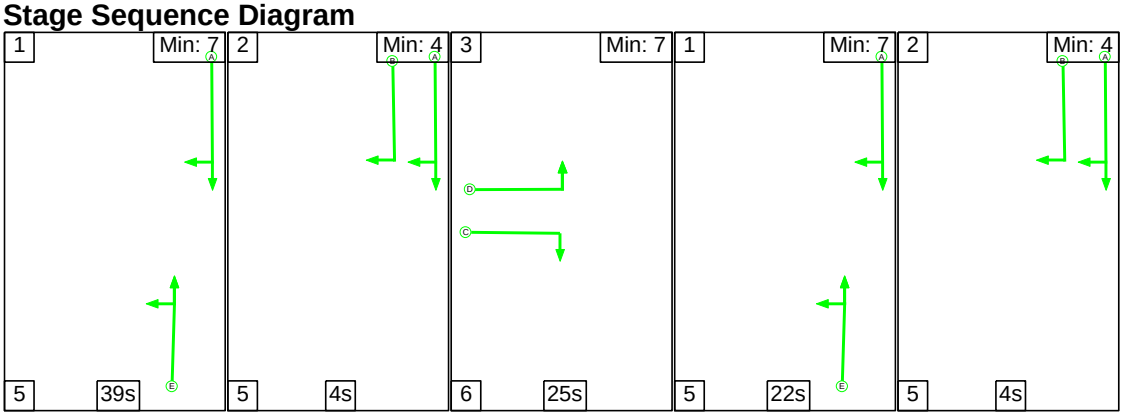
Stage	1	2	3	1	2	3
Duration	16	9	17	23	8	9
Change Point	64	85	102	5	33	49

Signal Timings Diagram



C2

Stage Sequence Diagram

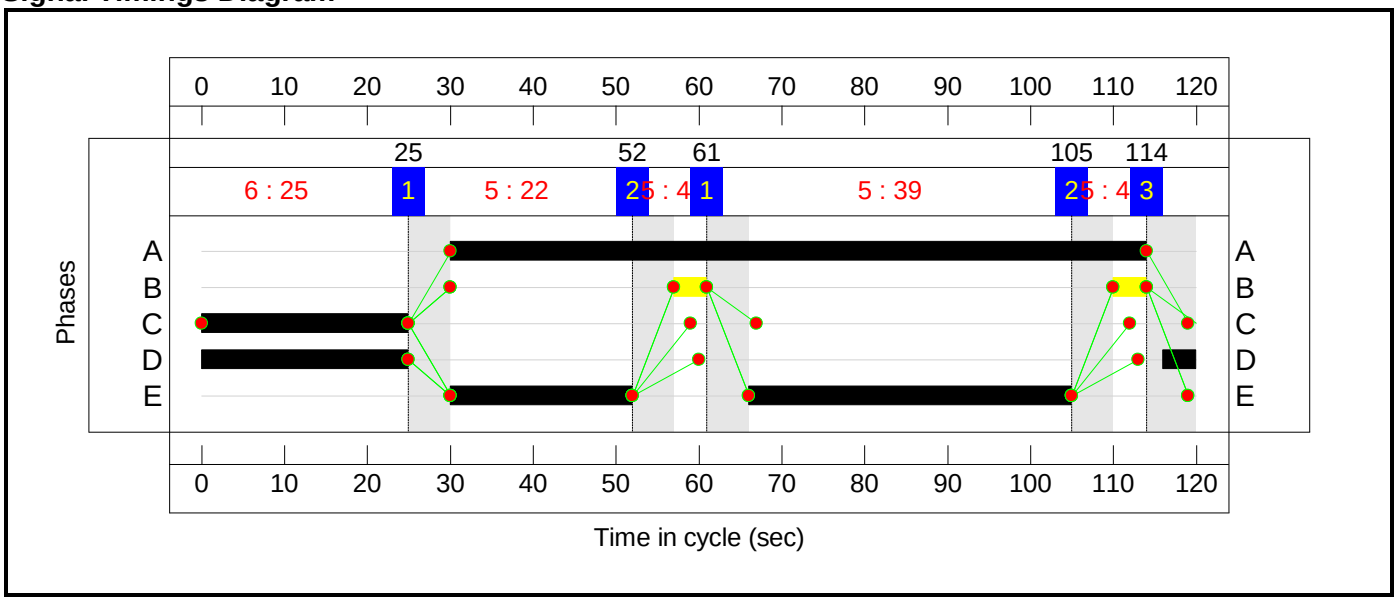


Full Input Data And Results

Stage Timings

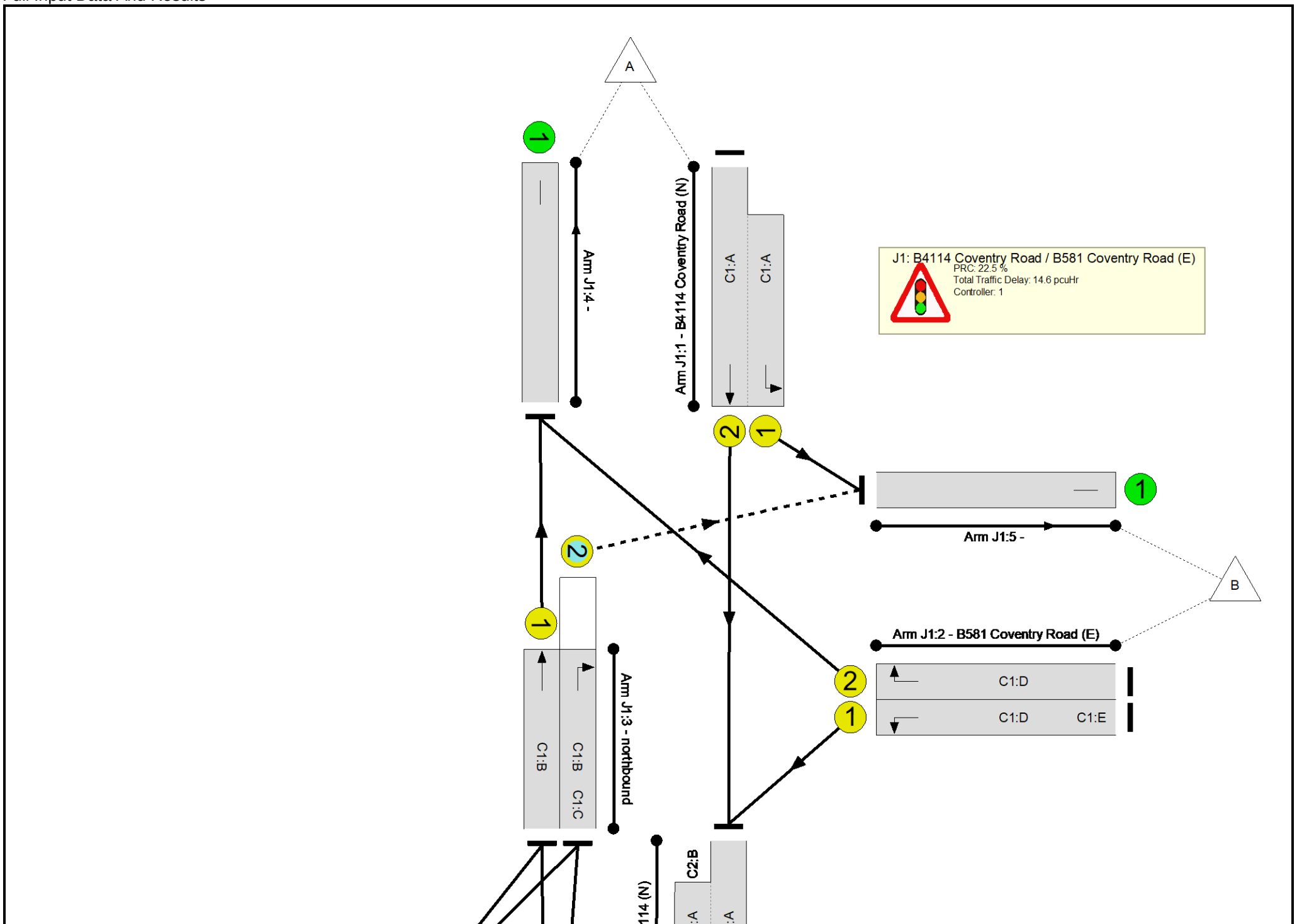
Stage	1	2	3	1	2
Duration	39	4	25	22	4
Change Point	61	105	114	25	52

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A
1
Arm J1:4 -
Arm J1:1 - B4114 Coventry Road (N)
C1:A
C1:A
J1: B4114 Coventry Road / B581 Coventry Road (E)
PRC: 22.5 %
Total Traffic Delay: 14.6 pcuHr
Controller: 1
2
1
1
Arm J1:5 -
B
2
1
Arm J1:2 - B581 Coventry Road (E)
C1:B
C1:B
C1:C
Arm J1:3 - northbound
2
1
C1:D
C1:D
C1:E
C2:B

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: B4114 Coventry Road / B581 Coventry Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.0%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.5%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	39	-	801	2080:1791	541+612	69.5 : 69.5%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	55	29	391	1791	851	46.0%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	26	-	338	1972	460	73.5%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	72	-	756	1965	1212	62.4%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	72	23	462	1914	712	64.9%
4/1		U	N/A	N/A	-		-	-	-	1094	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	887	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.0%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	84	8	767	1965:1871	606+407	75.8 : 75.8%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	29:25	-	421	1828:1868	431+32	91.0 : 91.0%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	61	-	925	1949	1023	90.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**109**	**607**	**55**	**20.4**	**14.7**	**2.0**	**37.2**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**69**	**359**	**34**	**9.0**	**4.7**	**0.9**	**14.6**	**-**	**-**	**-**	**-**
1/2+1/1	801	801	-	-	-	3.7	1.1	-	4.8	21.8	6.7	1.1	7.9
2/1	391	391	-	-	-	1.2	0.4	-	1.6	14.6	4.8	0.4	5.2
2/2	338	338	-	-	-	2.0	1.4	-	3.4	36.1	5.5	1.4	6.9
3/1	756	756	-	-	-	1.0	0.8	-	1.8	8.6	5.2	0.8	6.1
3/2	462	462	69	359	34	1.1	0.9	0.9	3.0	23.1	8.8	0.9	9.8
4/1	1094	1094	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**39**	**247**	**21**	**11.4**	**10.1**	**1.1**	**22.6**	**-**	**-**	**-**	**-**
1/1+1/2	767	767	39	247	21	1.0	1.5	1.1	3.7	17.2	19.5	1.5	21.0
2/1+2/2	421	421	-	-	-	5.1	4.2	-	9.3	79.4	13.3	4.2	17.5
3/1	925	925	-	-	-	5.3	4.3	-	9.6	37.4	17.2	4.3	21.5

C1	PRC for Signalled Lanes (%):	22.5	Total Delay for Signalled Lanes (pcuHr):	14.60
C2	PRC for Signalled Lanes (%):	-1.1	Total Delay for Signalled Lanes (pcuHr):	22.56
	PRC Over All Lanes (%):	-1.1	Total Delay Over All Lanes(pcuHr):	37.16

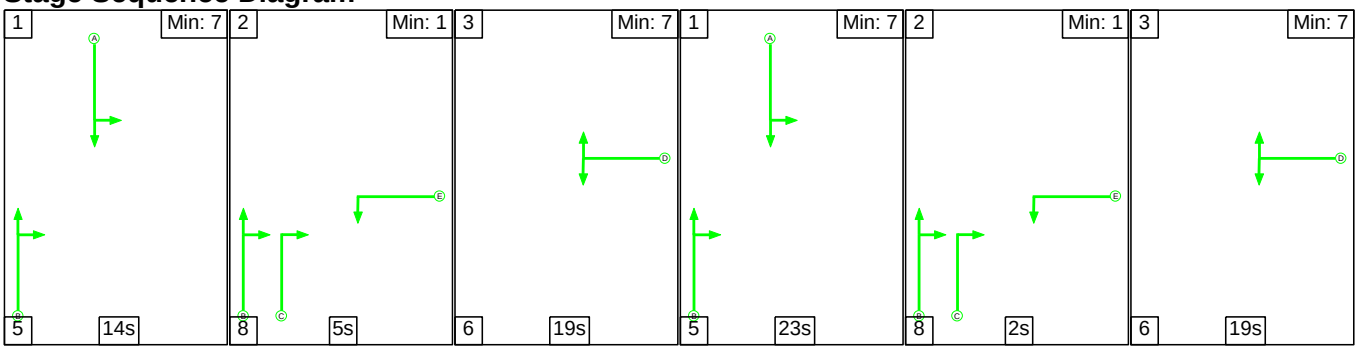
Cycle Time (s): 120
Cycle Time (s): 120

Full Input Data And Results

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

C1

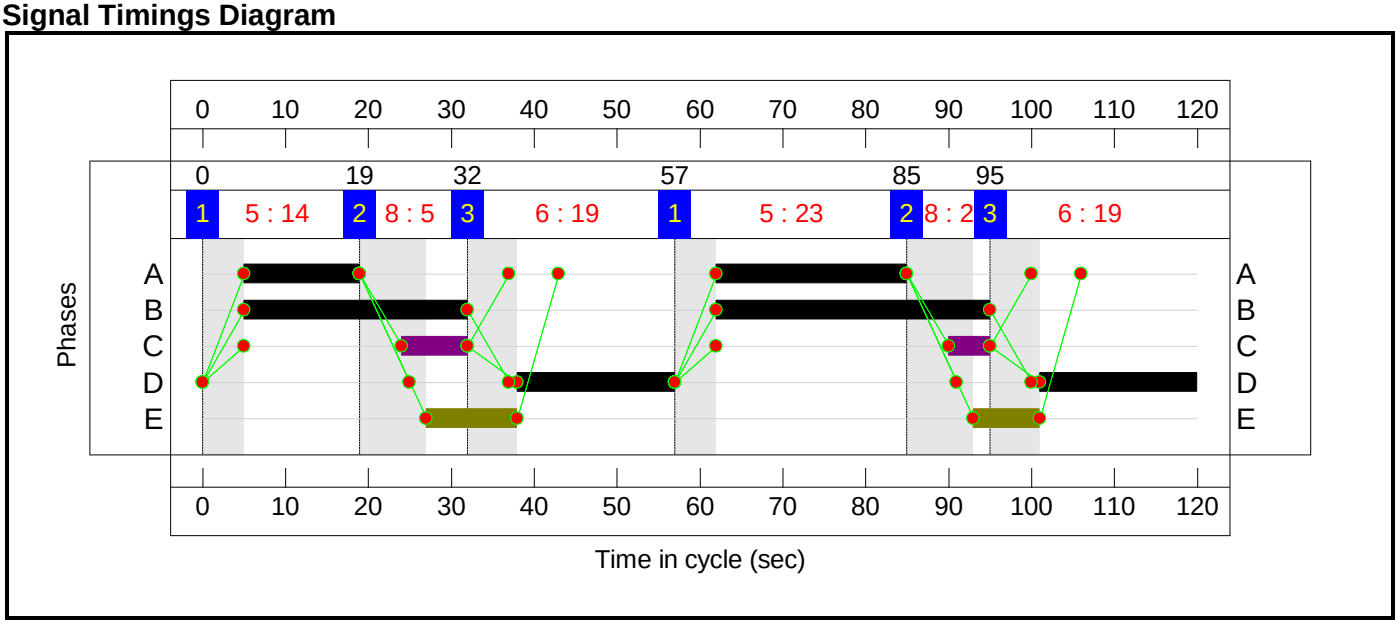
Stage Sequence Diagram



Stage Timings

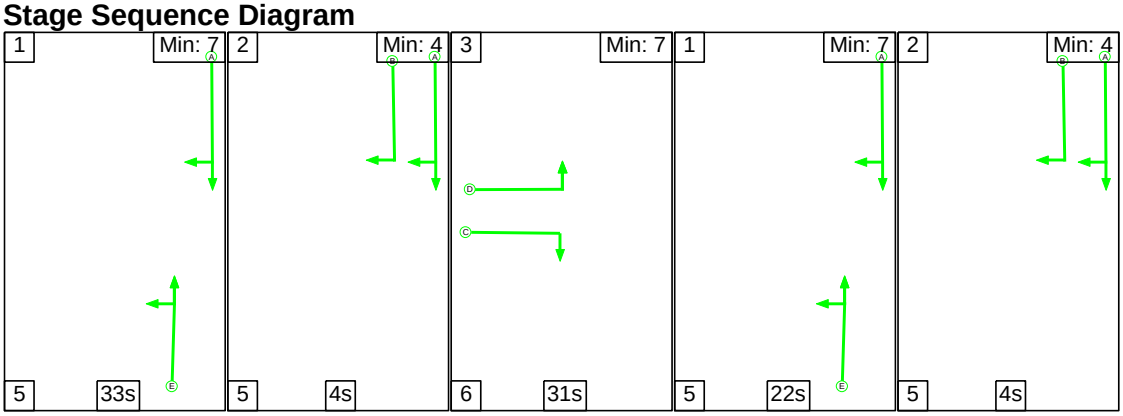
Stage	1	2	3	1	2	3
Duration	14	5	19	23	2	19
Change Point	0	19	32	57	85	95

Signal Timings Diagram



C2

Stage Sequence Diagram

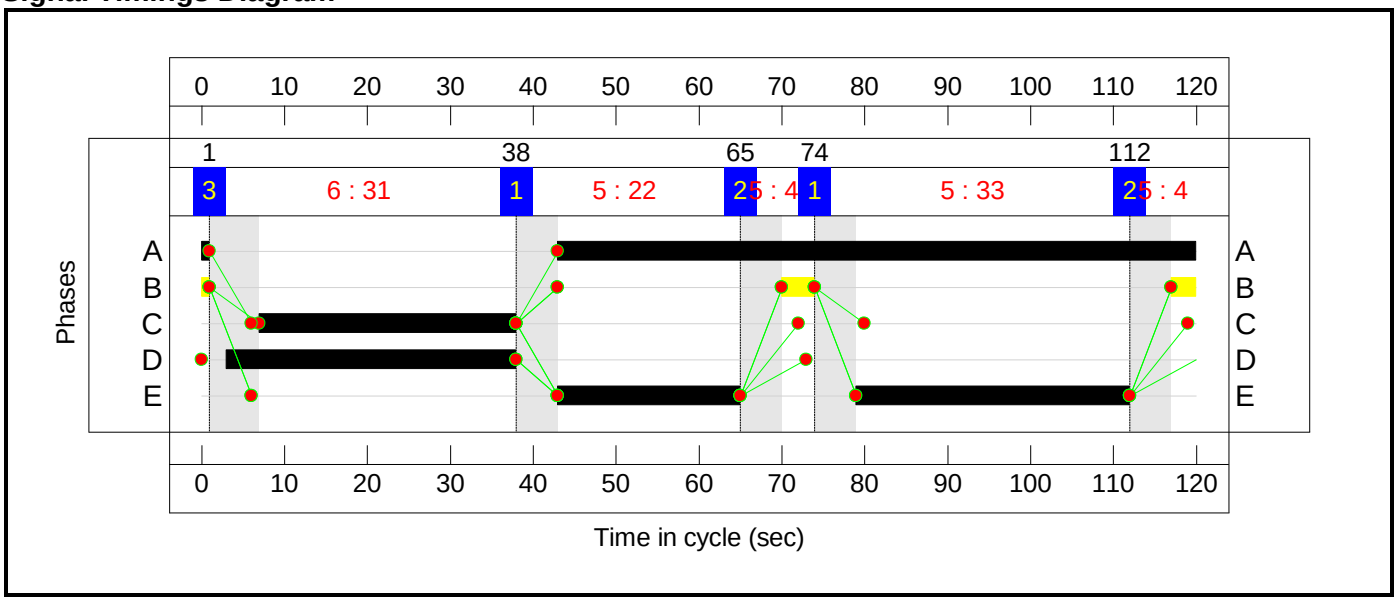


Full Input Data And Results

Stage Timings

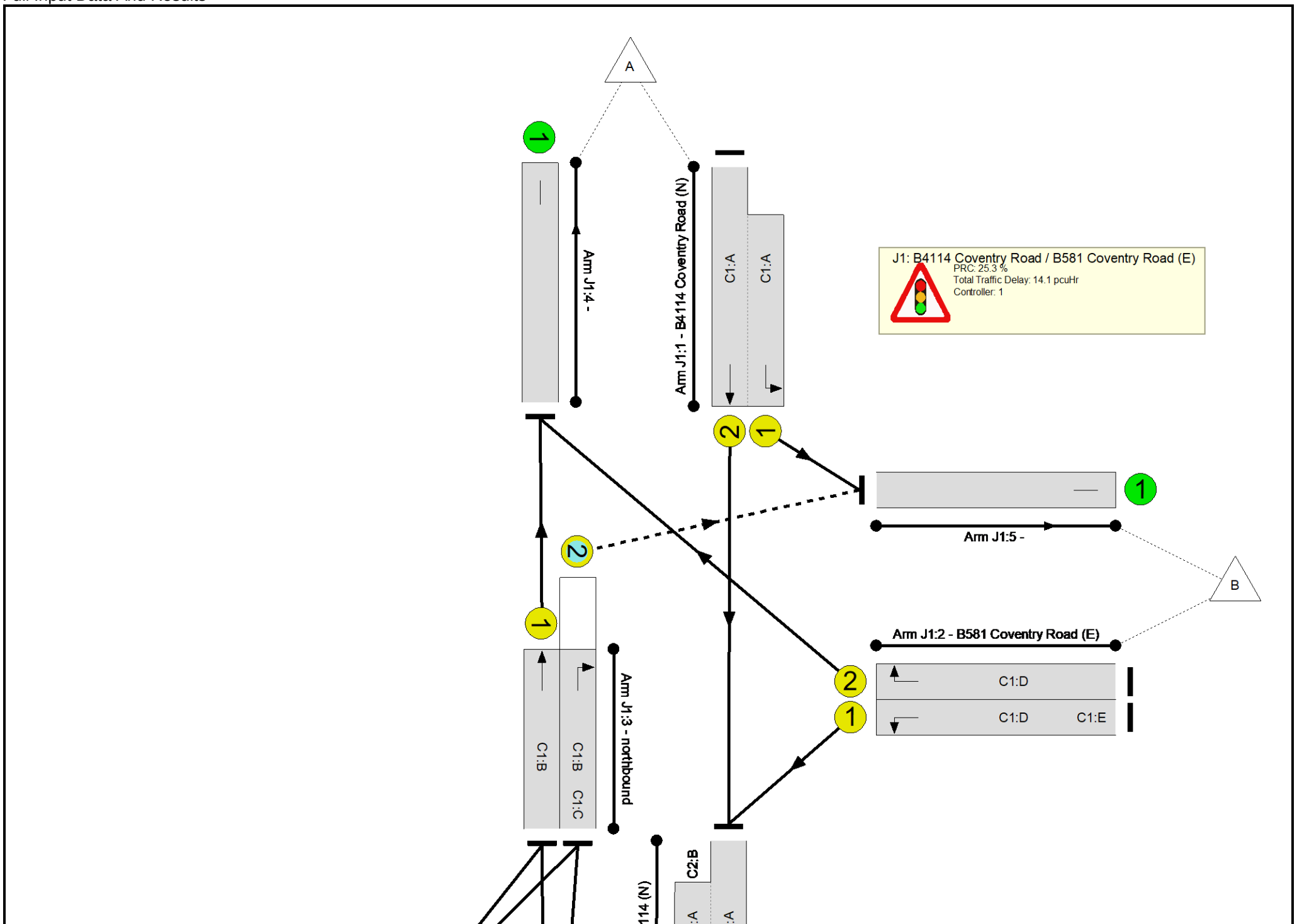
Stage	1	2	3	1	2
Duration	33	4	31	22	4
Change Point	74	112	1	38	65

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A
1
Arm J1:4 -
Arm J1:1 - B4114 Coventry Road (N)
C1:A
C1:A
J1: B4114 Coventry Road / B581 Coventry Road (E)
PRC: 25.3 %
Total Traffic Delay: 14.1 pcuHr
Controller: 1
2
1
1
Arm J1:5 -
B
2
1
Arm J1:2 - B581 Coventry Road (E)
C1:B
C1:B
C1:C
Arm J1:3 - northbound
2
1
C1:D
C1:D
C1:E
C2:B
114 (N)

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: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.8%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.8%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	37	-	719	2080:1791	649+439	66.1 : 66.1%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	57	19	403	1791	881	45.8%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	38	-	472	1972	657	71.8%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	60	-	555	1965	1015	54.7%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	60	13	406	1914	572	70.9%
4/1		U	N/A	N/A	-		-	-	-	1027	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.7%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	78	8	832	1965:1871	1200+155	61.4 : 61.4%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	35:31	-	393	1828:1868	509+47	70.7 : 70.7%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	55	-	621	1960	931	66.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**119**	**342**	**40**	**18.1**	**7.4**	**1.1**	**26.6**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**89**	**278**	**38**	**8.8**	**4.5**	**0.9**	**14.1**	**-**	**-**	**-**	**-**
1/2+1/1	719	719	-	-	-	3.4	1.0	-	4.3	21.7	6.2	1.0	7.2
2/1	403	403	-	-	-	1.1	0.4	-	1.6	14.0	5.0	0.4	5.5
2/2	472	472	-	-	-	2.3	1.3	-	3.6	27.2	7.3	1.3	8.6
3/1	555	555	-	-	-	1.2	0.6	-	1.8	11.9	8.9	0.6	9.5
3/2	406	406	89	278	38	0.8	1.2	0.9	2.8	25.1	4.6	1.2	5.8
4/1	1027	1027	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**30**	**64**	**2**	**9.3**	**3.0**	**0.3**	**12.5**	**-**	**-**	**-**	**-**
1/1+1/2	832	832	30	64	2	2.4	0.8	0.3	3.4	14.9	21.3	0.8	22.1
2/1+2/2	393	393	-	-	-	4.1	1.2	-	5.2	48.0	11.3	1.2	12.5
3/1	621	621	-	-	-	2.8	1.0	-	3.8	22.1	12.6	1.0	13.6

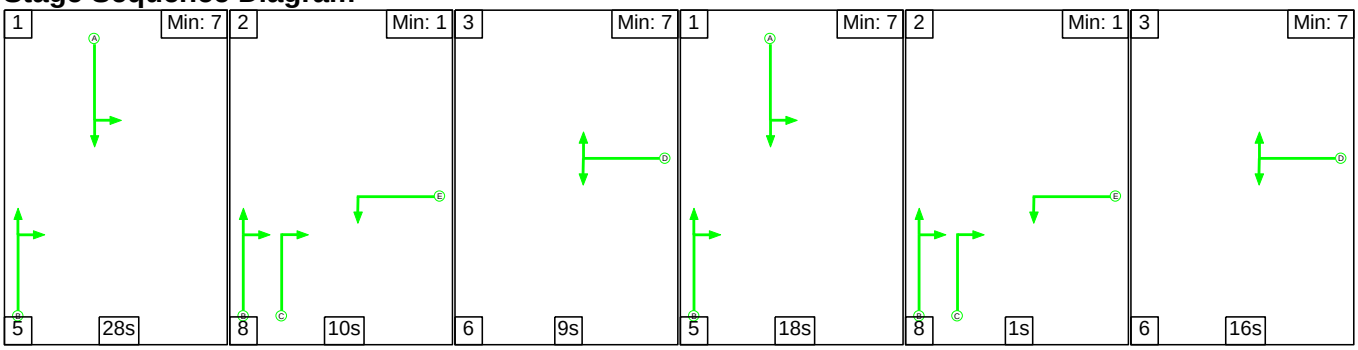
C1	PRC for Signalled Lanes (%):	25.3	Total Delay for Signalled Lanes (pcuHr):	14.14	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	27.3	Total Delay for Signalled Lanes (pcuHr):	12.50	Cycle Time (s): 120
	PRC Over All Lanes (%):	25.3	Total Delay Over All Lanes(pcuHr):	26.64	

Full Input Data And Results

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

C1

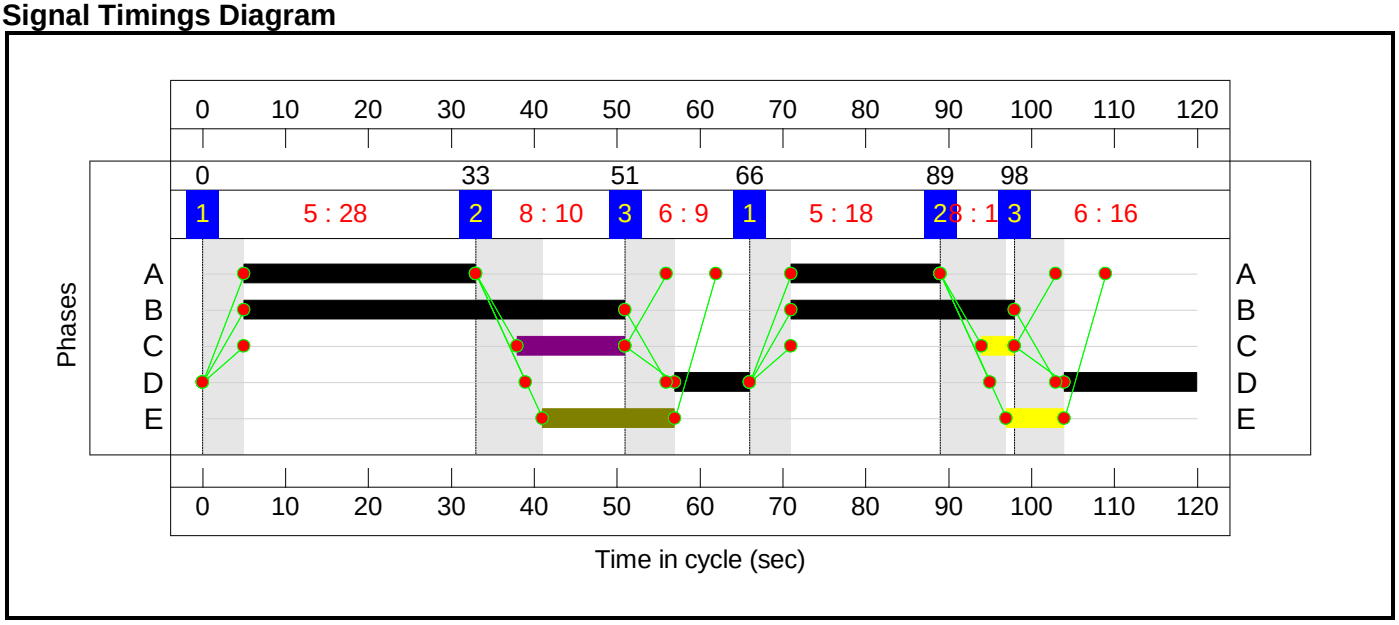
Stage Sequence Diagram



Stage Timings

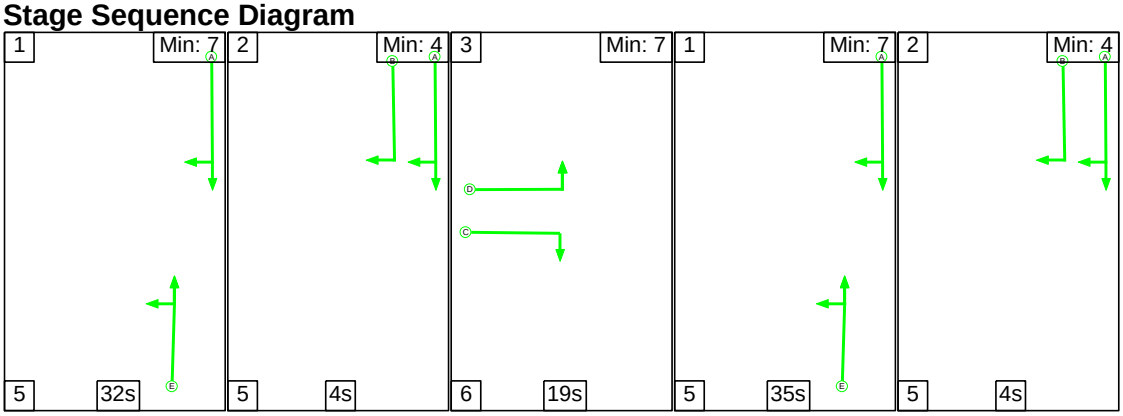
Stage	1	2	3	1	2	3
Duration	28	10	9	18	1	16
Change Point	0	33	51	66	89	98

Signal Timings Diagram



C2

Stage Sequence Diagram

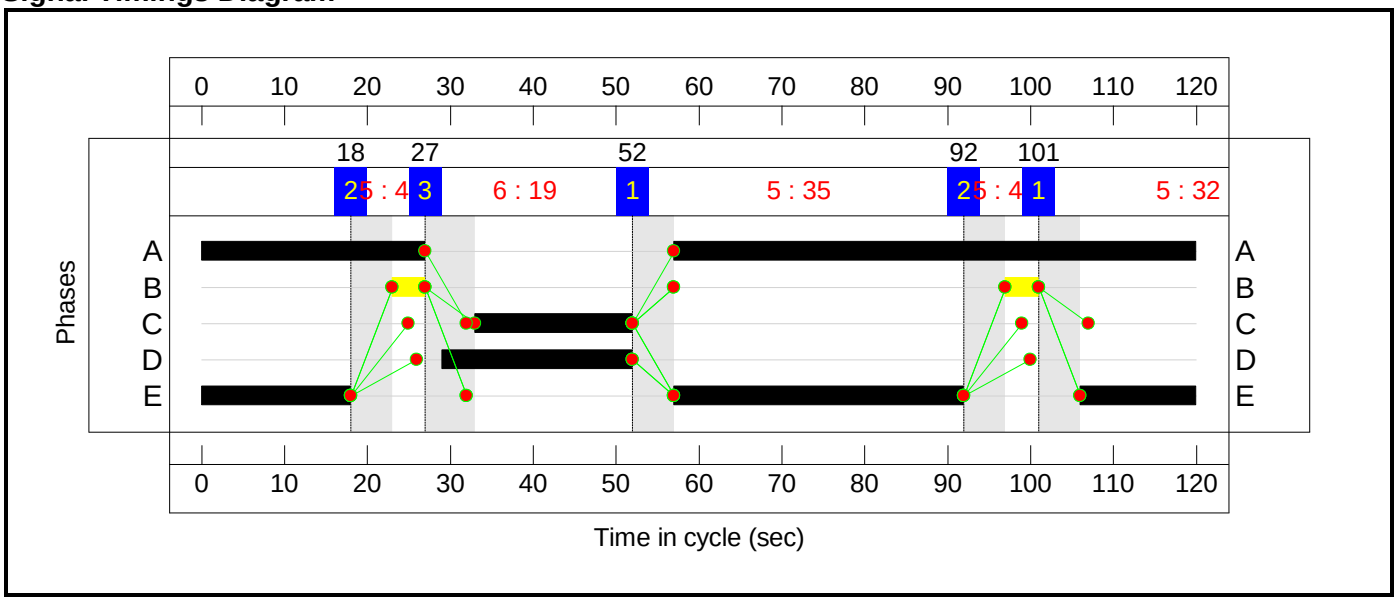


Full Input Data And Results

Stage Timings

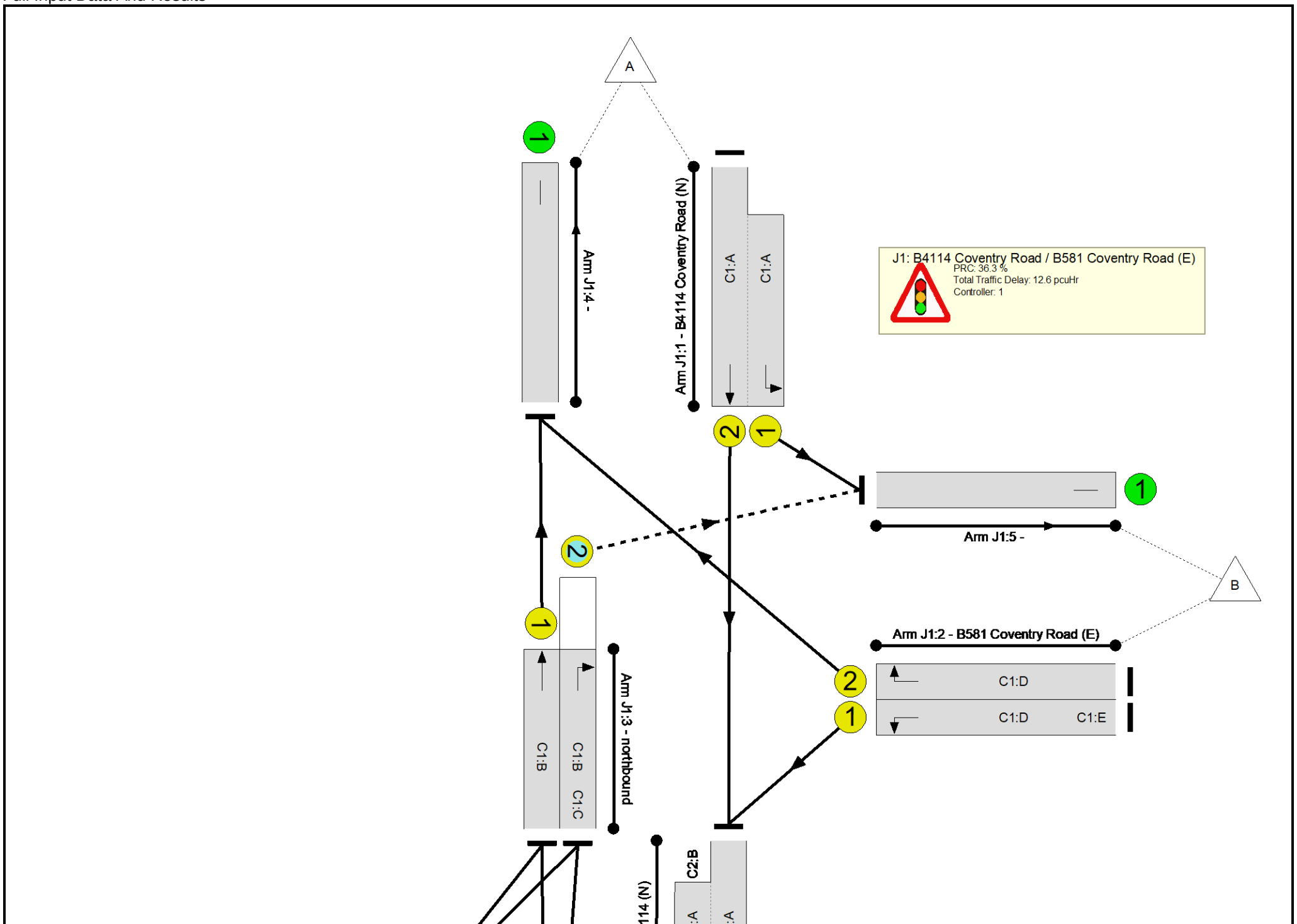
Stage	1	2	3	1	2
Duration	32	4	19	35	4
Change Point	101	18	27	52	92

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A
1
Arm J1:4 -
Arm J1:1 - B4114 Coventry Road (N)
C1:A
C1:A
J1: B4114 Coventry Road / B581 Coventry Road (E)
PRC: 36.3 %
Total Traffic Delay: 12.6 pcuHr
Controller: 1
2
1
1
Arm J1:5 -
B
2
1
Arm J1:2 - B581 Coventry Road (E)
C1:B
C1:B
C1:C
Arm J1:3 - northbound
2
C1:D
1
C1:D
C1:E
C2:B
114 (N)

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: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.0%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	46	-	817	2080:1791	614+686	62.9 : 62.9%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	48	23	444	1791	746	59.5%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	25	-	293	1972	444	66.0%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	73	-	585	1965	1228	47.6%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	73	17	427	1914	650	65.7%
4/1		U	N/A	N/A	-		-	-	-	878	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	858	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	534	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	90	8	830	1965:1871	787+491	65.0 : 65.0%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	23:19	-	279	1828:1868	342+31	74.8 : 74.8%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	67	-	856	1948	1120	76.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**224**	**447**	**76**	**14.9**	**7.9**	**2.0**	**24.8**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**103**	**260**	**64**	**7.7**	**3.9**	**0.9**	**12.6**	**-**	**-**	**-**	**-**
1/2+1/1	817	817	-	-	-	3.1	0.8	-	4.0	17.5	5.7	0.8	6.6
2/1	444	444	-	-	-	1.7	0.7	-	2.4	19.8	6.5	0.7	7.3
2/2	293	293	-	-	-	1.8	1.0	-	2.8	33.9	5.3	1.0	6.3
3/1	585	585	-	-	-	0.6	0.5	-	1.0	6.4	5.6	0.5	6.1
3/2	427	427	103	260	64	0.5	0.9	0.9	2.4	19.9	2.9	0.9	3.9
4/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**120**	**186**	**12**	**7.2**	**4.0**	**1.1**	**12.3**	**-**	**-**	**-**	**-**
1/1+1/2	830	830	120	186	12	0.9	0.9	1.1	2.9	12.5	19.9	0.9	20.9
2/1+2/2	279	279	-	-	-	3.5	1.4	-	4.9	63.6	8.4	1.4	9.9
3/1	856	856	-	-	-	2.9	1.6	-	4.5	18.7	15.9	1.6	17.5

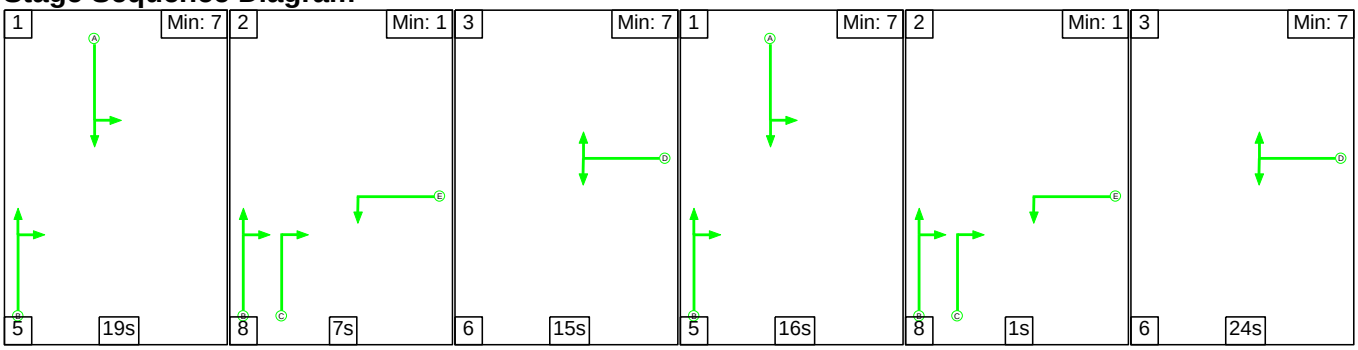
C1	PRC for Signalled Lanes (%):	36.3	Total Delay for Signalled Lanes (pcuHr):	12.57	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	17.8	Total Delay for Signalled Lanes (pcuHr):	12.27	Cycle Time (s): 120
	PRC Over All Lanes (%):	17.8	Total Delay Over All Lanes(pcuHr):	24.84	

Full Input Data And Results

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

C1

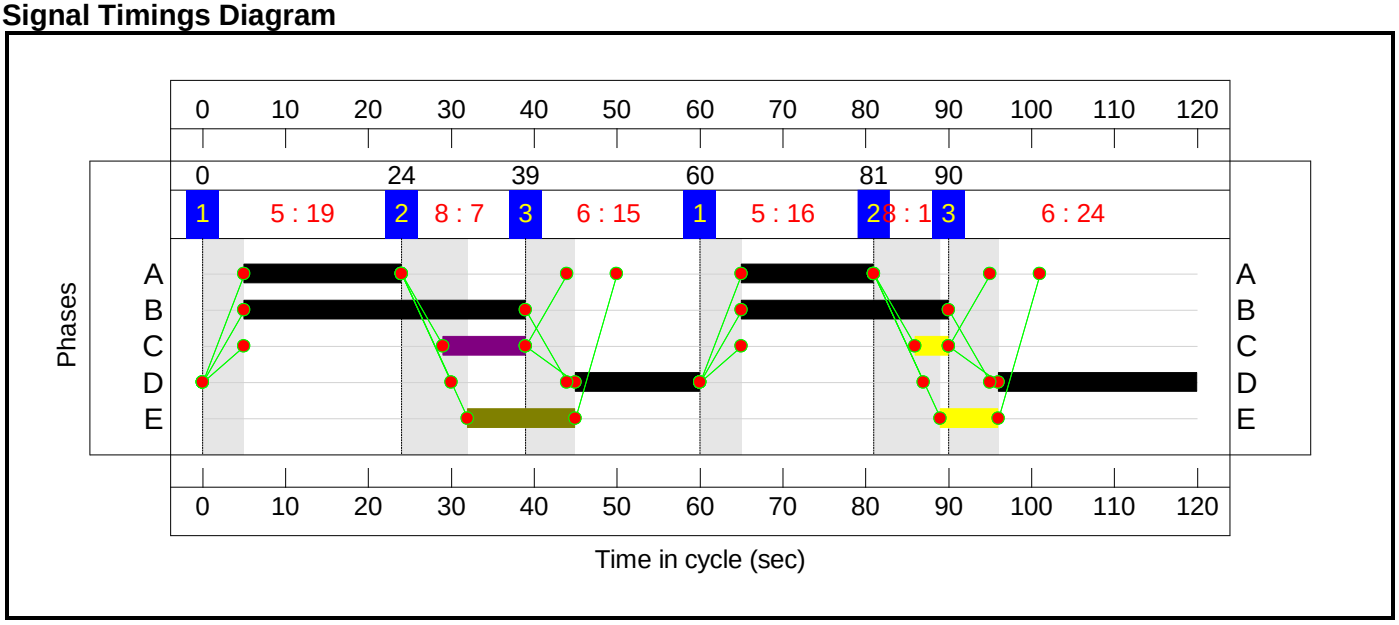
Stage Sequence Diagram



Stage Timings

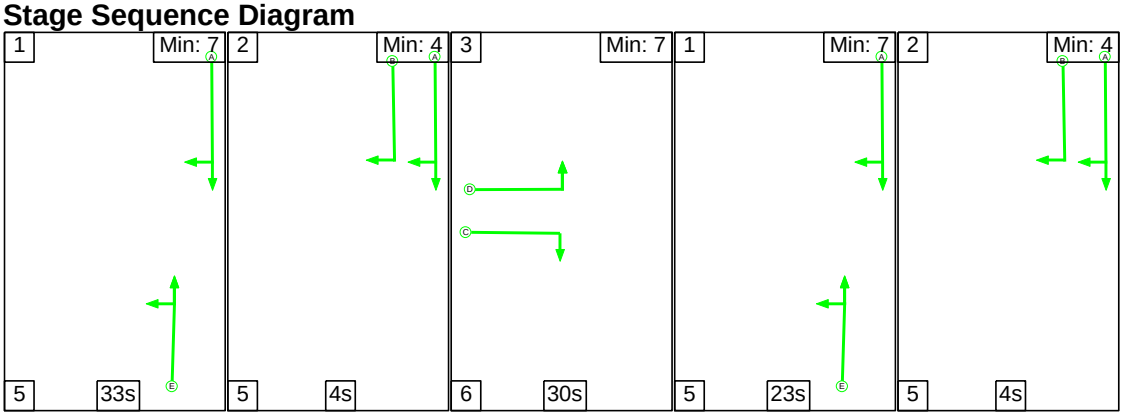
Stage	1	2	3	1	2	3
Duration	19	7	15	16	1	24
Change Point	0	24	39	60	81	90

Signal Timings Diagram



C2

Stage Sequence Diagram

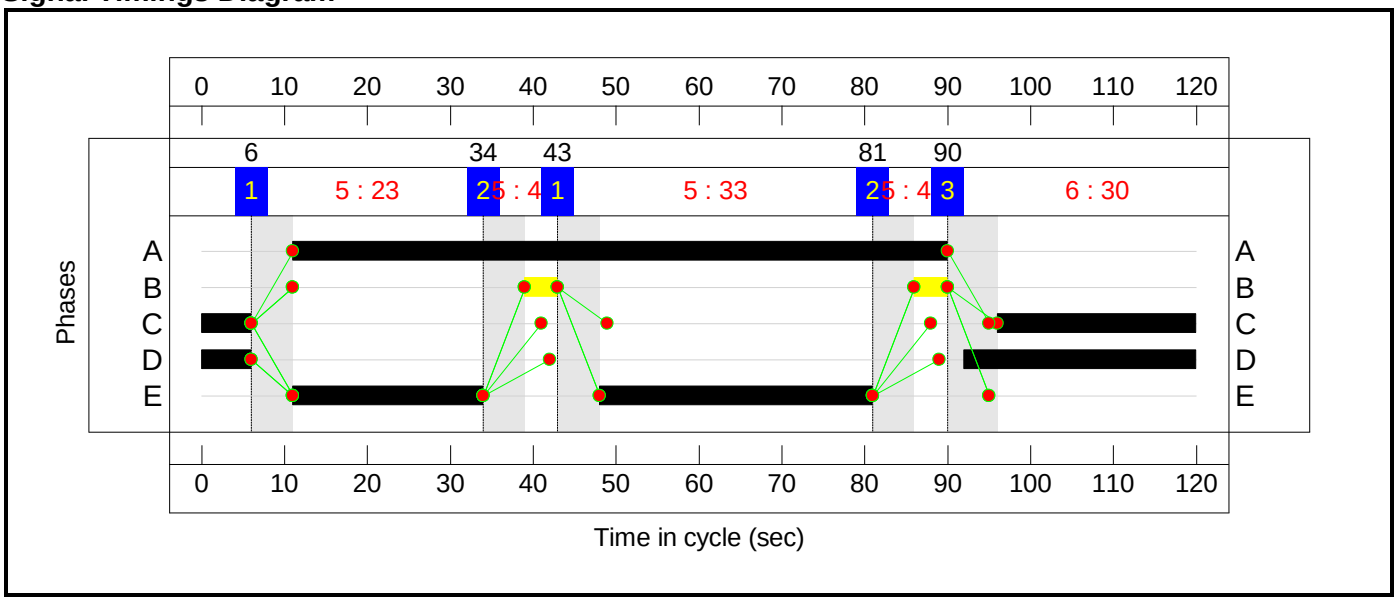


Full Input Data And Results

Stage Timings

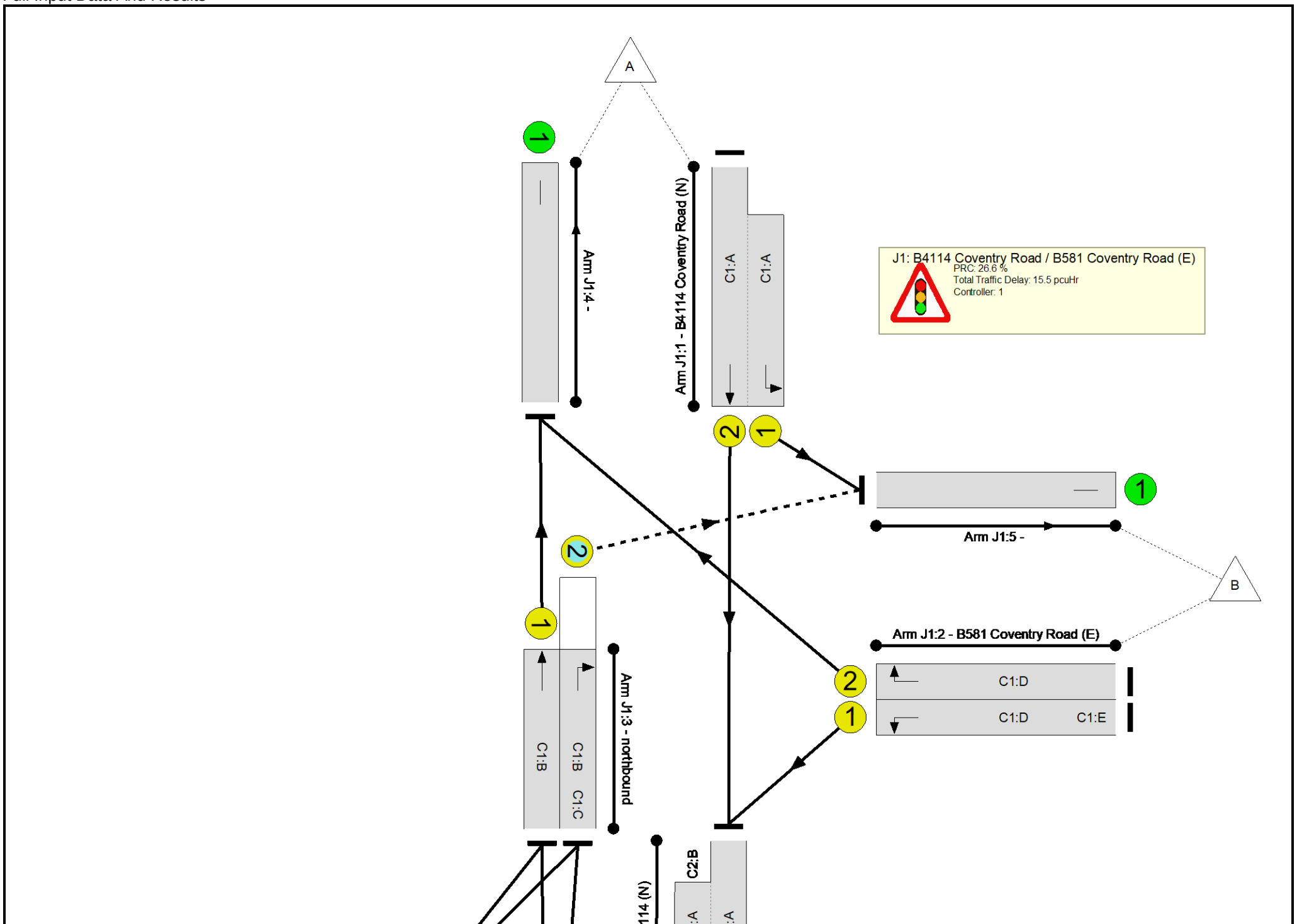
Stage	1	2	3	1	2
Duration	33	4	30	23	4
Change Point	43	81	90	6	34

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A
1
Arm J1:4 -
Arm J1:1 - B4114 Coventry Road (N)
C1:A
C1:A
J1: B4114 Coventry Road / B581 Coventry Road (E)
PRC: 26.6 %
Total Traffic Delay: 15.5 pcuHr
Controller: 1
2
1
1
Arm J1:5 -
B
2
1
Arm J1:2 - B581 Coventry Road (E)
C1:B
C1:B
C1:C
Arm J1:3 - northbound
2
C1:D
1
C1:D
C1:E
C2:B
114 (N)

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: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.1%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.1%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	35	-	737	2080:1791	641+407	70.3 : 70.3%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	59	20	417	1791	910	45.8%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	39	-	479	1972	674	71.1%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	59	-	568	1965	999	56.9%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	59	14	395	1914	567	69.7%
4/1		U	N/A	N/A	-		-	-	-	1047	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	99	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.2%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	79	8	868	1965:1871	1233+127	63.8 : 63.8%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	34:30	-	380	1828:1868	494+47	70.2 : 70.2%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	56	-	634	1961	948	66.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**97**	**304**	**75**	**18.8**	**7.6**	**1.0**	**27.4**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**68**	**256**	**72**	**10.1**	**4.6**	**0.8**	**15.5**	**-**	**-**	**-**	**-**
1/2+1/1	737	737	-	-	-	3.7	1.2	-	4.8	23.6	6.8	1.2	7.9
2/1	417	417	-	-	-	1.1	0.4	-	1.5	13.1	4.6	0.4	5.1
2/2	479	479	-	-	-	2.3	1.2	-	3.5	26.5	7.7	1.2	8.9
3/1	568	568	-	-	-	1.0	0.7	-	1.7	10.7	4.5	0.7	5.1
3/2	395	395	68	256	72	2.0	1.1	0.8	3.9	35.6	10.3	1.1	11.4
4/1	1047	1047	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**30**	**48**	**3**	**8.7**	**3.0**	**0.2**	**12.0**	**-**	**-**	**-**	**-**
1/1+1/2	868	868	30	48	3	1.9	0.9	0.2	3.0	12.5	21.4	0.9	22.2
2/1+2/2	380	380	-	-	-	4.0	1.2	-	5.1	48.7	10.9	1.2	12.1
3/1	634	634	-	-	-	2.8	1.0	-	3.8	21.5	12.7	1.0	13.7

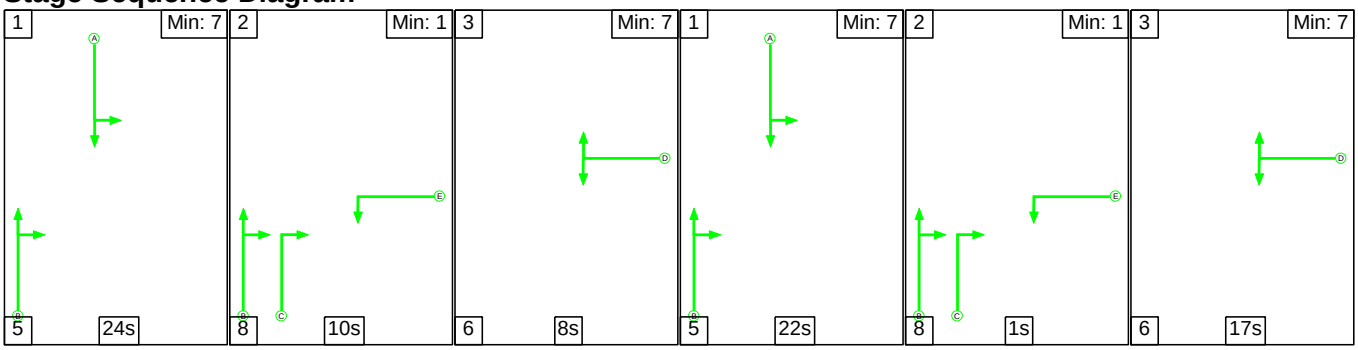
C1	PRC for Signalled Lanes (%):	26.6	Total Delay for Signalled Lanes (pcuHr):	15.48	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	28.2	Total Delay for Signalled Lanes (pcuHr):	11.95	Cycle Time (s): 120
	PRC Over All Lanes (%):	26.6	Total Delay Over All Lanes(pcuHr):	27.44	

Full Input Data And Results

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

C1

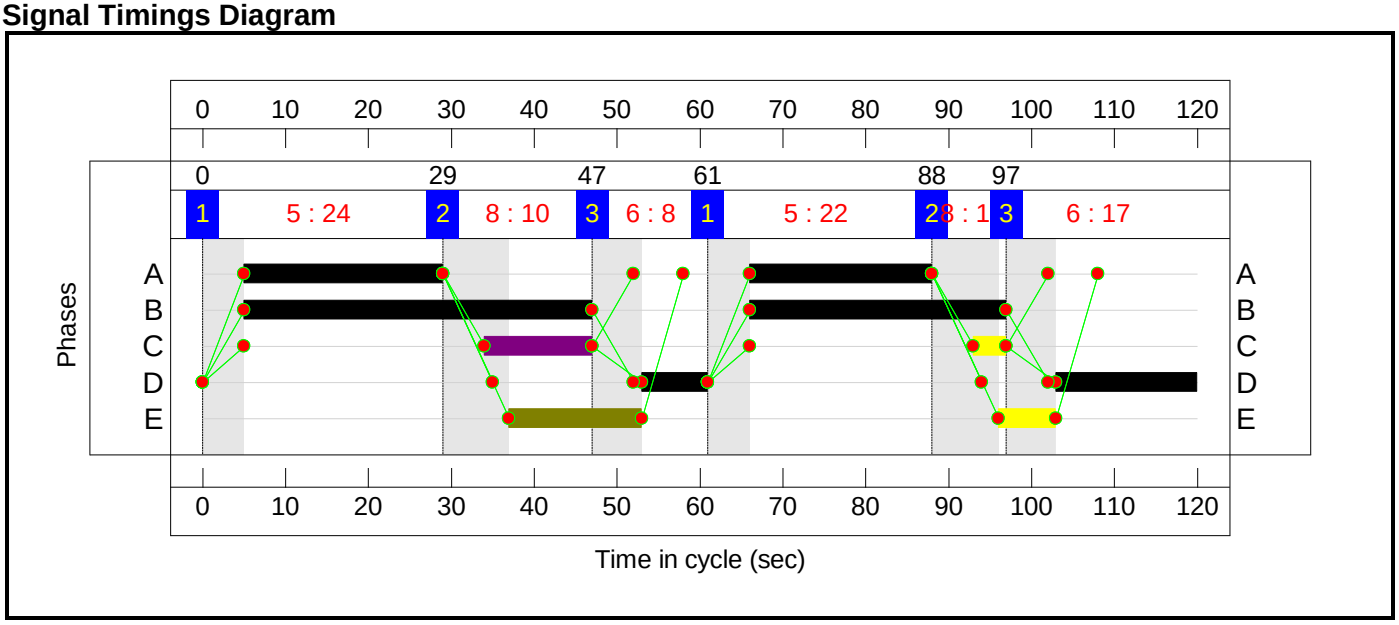
Stage Sequence Diagram



Stage Timings

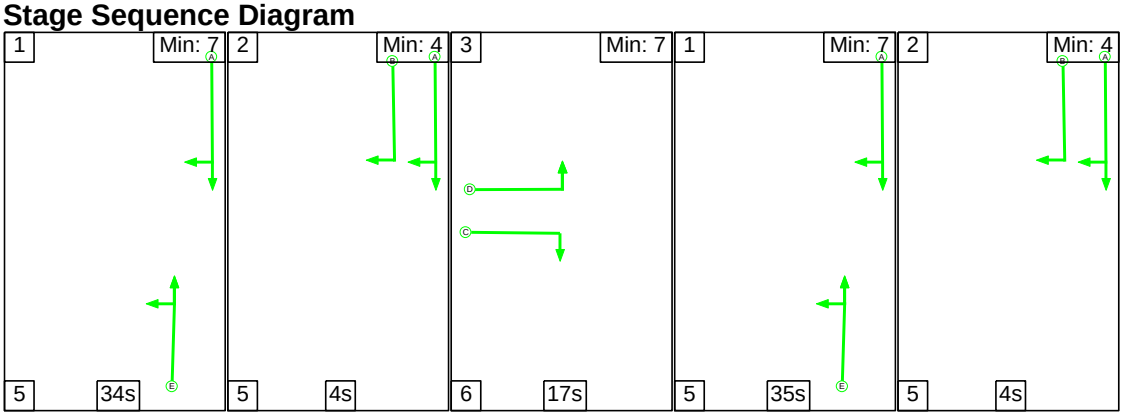
Stage	1	2	3	1	2	3
Duration	24	10	8	22	1	17
Change Point	0	29	47	61	88	97

Signal Timings Diagram



C2

Stage Sequence Diagram

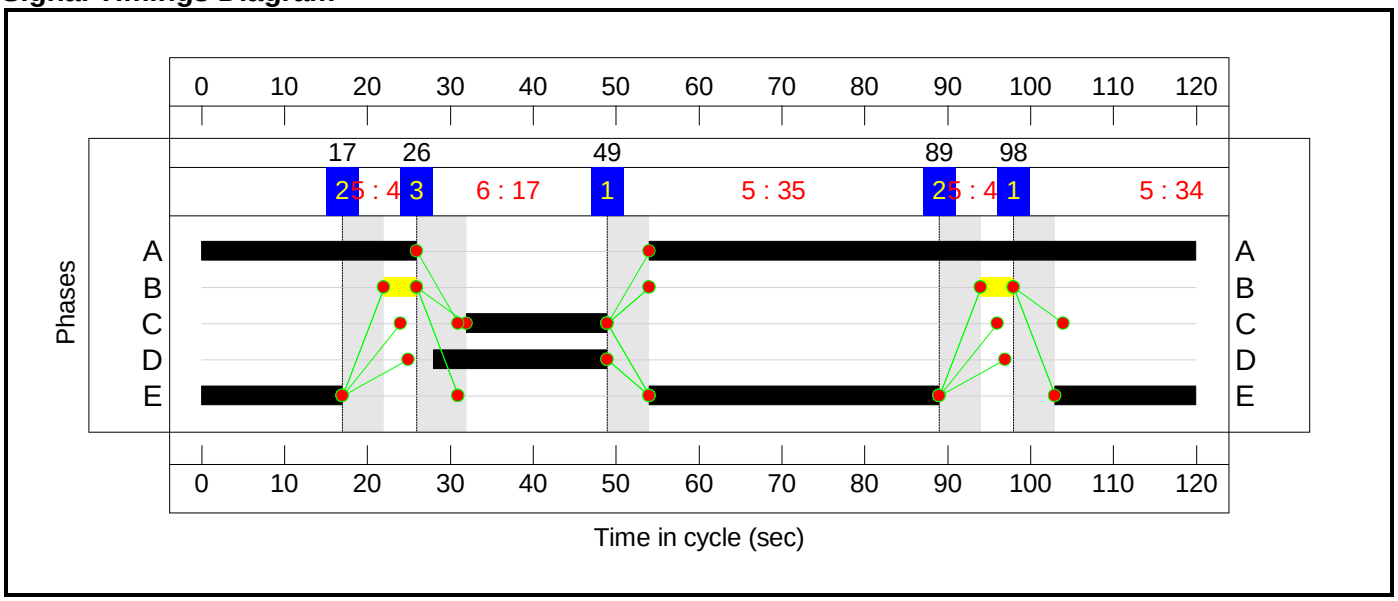


Full Input Data And Results

Stage Timings

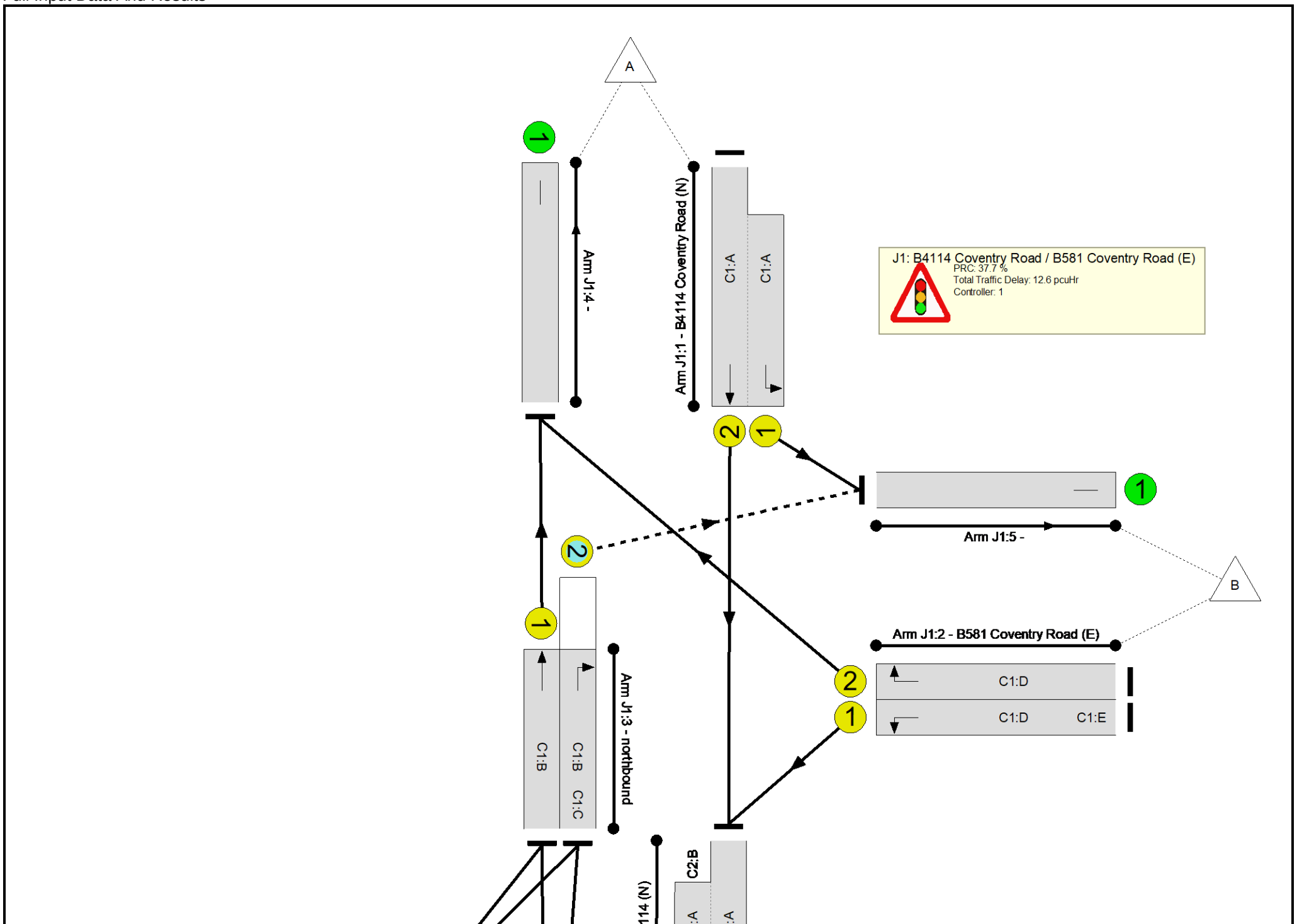
Stage	1	2	3	1	2
Duration	34	4	17	35	4
Change Point	98	17	26	49	89

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A
1
Arm J1:4 -
Arm J1:1 - B4114 Coventry Road (N)
C1:A
C1:A
J1: B4114 Coventry Road / B581 Coventry Road (E)
PRC: 37.7 %
Total Traffic Delay: 12.6 pcuHr
Controller: 1
2
1
1
Arm J1:5 -
B
2
1
Arm J1:2 - B581 Coventry Road (E)
C1:B
C1:B
C1:C
Arm J1:3 - northbound
2
1
C1:D
C1:D
C1:E
C2:B
114 (N)

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: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.2%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.4%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	46	-	817	2080:1791	592+712	62.6 : 62.6%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	48	23	459	1791	746	61.5%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	25	-	285	1972	444	64.2%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	73	-	522	1965	1228	42.5%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	73	17	423	1914	647	65.4%
4/1		U	N/A	N/A	-		-	-	-	807	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	869	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.2%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	92	8	830	1965:1871	815+527	61.9 : 61.9%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	21:17	-	242	1828:1868	314+28	70.7 : 70.7%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	69	-	821	1948	1153	71.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**255**	**423**	**71**	**14.0**	**7.0**	**2.1**	**23.1**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**100**	**266**	**57**	**7.7**	**3.8**	**1.0**	**12.6**	**-**	**-**	**-**	**-**
1/2+1/1	817	817	-	-	-	3.1	0.8	-	4.0	17.5	5.8	0.8	6.7
2/1	459	459	-	-	-	1.8	0.8	-	2.5	20.0	6.1	0.8	6.9
2/2	285	285	-	-	-	1.7	0.9	-	2.6	32.6	4.8	0.9	5.6
3/1	522	522	-	-	-	0.5	0.4	-	0.9	6.3	4.5	0.4	4.8
3/2	423	423	100	266	57	0.6	0.9	1.0	2.6	21.8	3.2	0.9	4.1
4/1	807	807	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**155**	**158**	**14**	**6.2**	**3.2**	**1.0**	**10.5**	**-**	**-**	**-**	**-**
1/1+1/2	830	830	155	158	14	0.8	0.8	1.0	2.6	11.4	19.5	0.8	20.3
2/1+2/2	242	242	-	-	-	3.1	1.2	-	4.3	63.4	7.3	1.2	8.4
3/1	821	821	-	-	-	2.4	1.2	-	3.6	15.9	14.1	1.2	15.4

C1	PRC for Signalled Lanes (%):	37.7	Total Delay for Signalled Lanes (pcuHr):	12.57	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	26.3	Total Delay for Signalled Lanes (pcuHr):	10.51	Cycle Time (s): 120
	PRC Over All Lanes (%):	26.3	Total Delay Over All Lanes(pcuHr):	23.08	

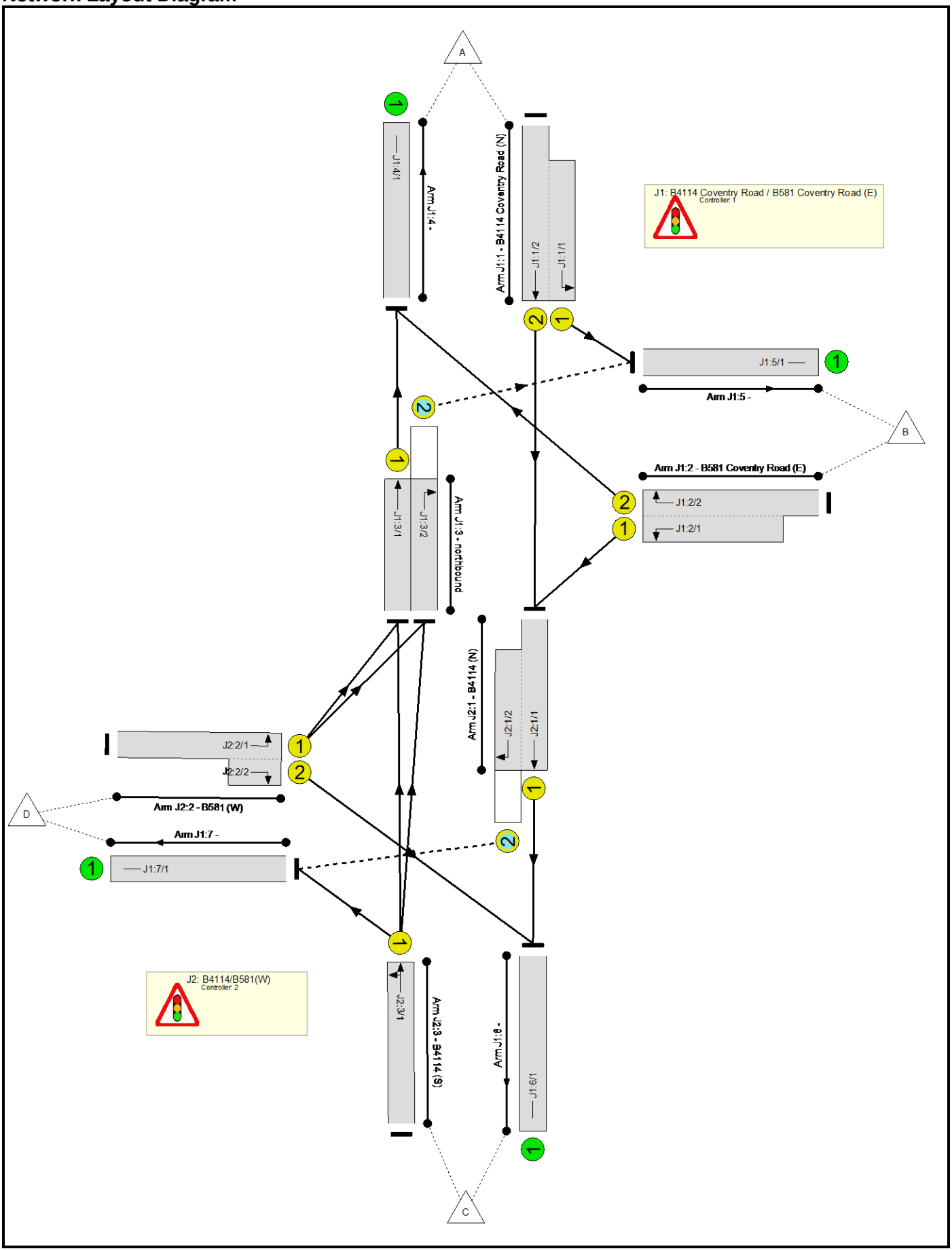
Full Input Data And Results

User and Project Details

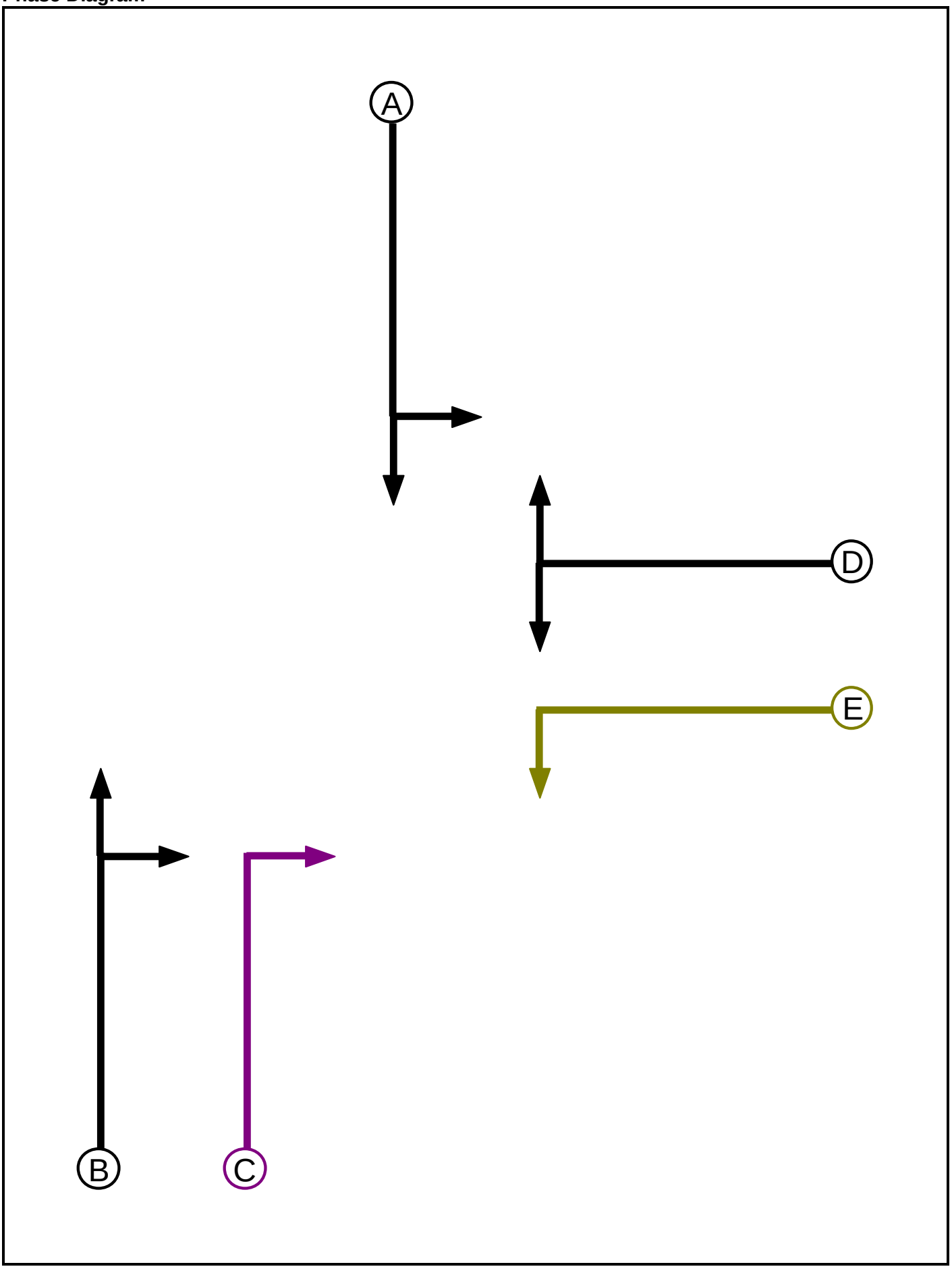
Project:	**Hinckley Rail Freight Interchange**
Title:	**B4114 Coventry Road / B581 Coventry Road**
Location:	
Additional detail:	Alternative Scheme improvements
File name:	220520 B581_B4114 Model (Alternative).lsg3x
Author:	AJ Oakes
Company:	BWB Consulting Ltd
Address:	Nottingham

Full Input Data And Results

Network Layout Diagram



C1
Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	B	4	4
D	Traffic		7	7
E	Filter	D	7	1

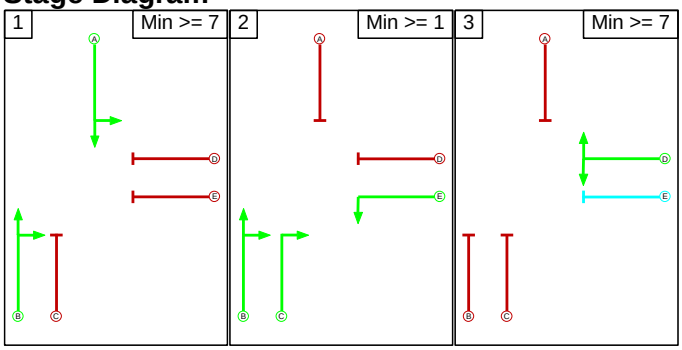
Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		-	5	6	8
	B	-		-	5	-
	C	5	-		6	-
	D	5	5	5		-
	E	5	-	-	-	

Phases in Stage

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

Stage Diagram



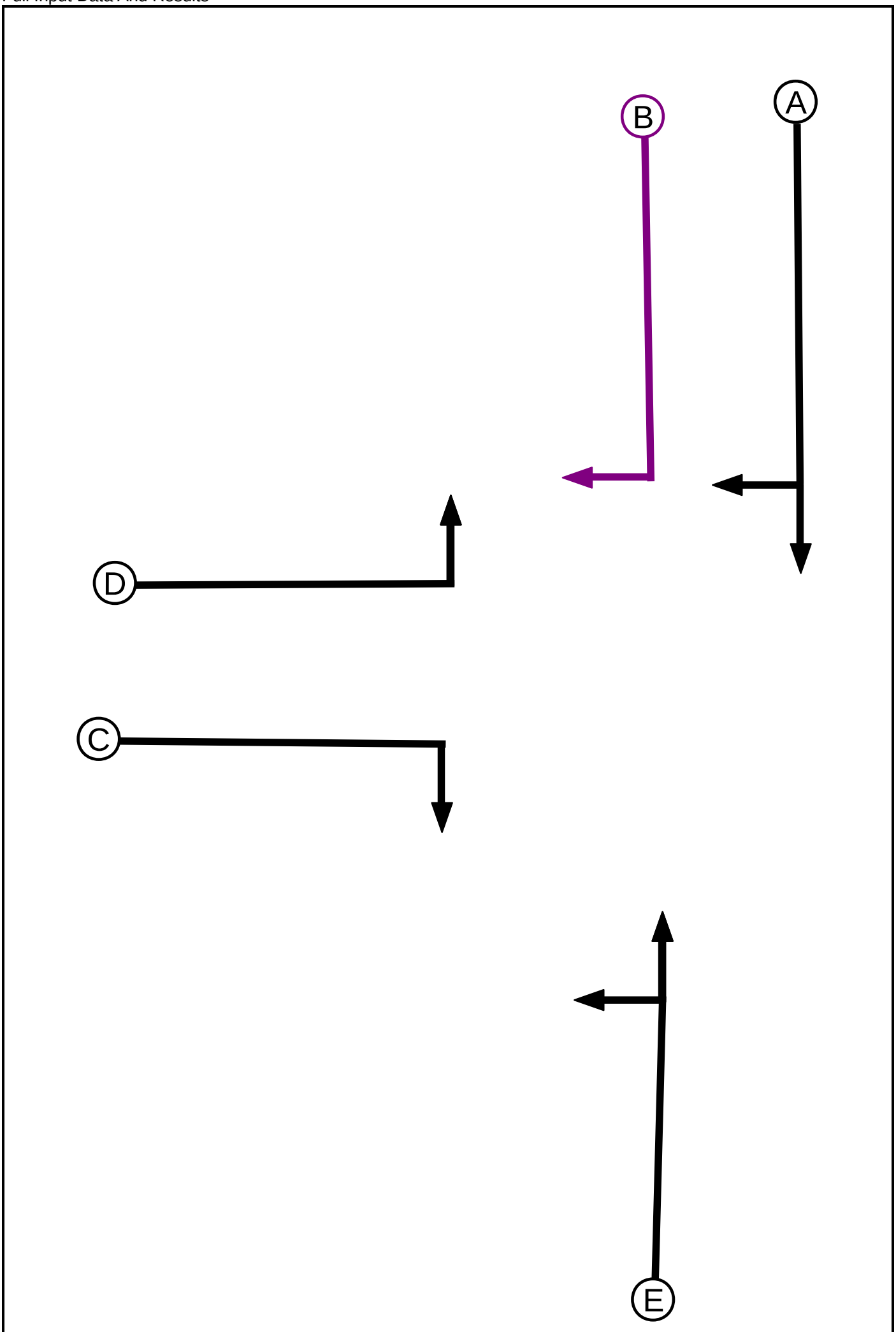
Phase Delays

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

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		8	X
	2	X		6
	3	5	X	

C2
Phase Diagram


B
A
D
C
E

Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Ind. Arrow	A	4	4
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7

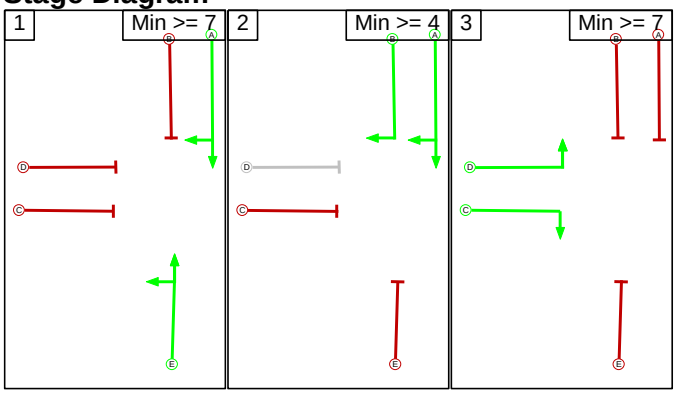
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E
A		-	5	-	-
B	-		6	-	5
C	5	5		-	5
D	-	-	-		5
E	-	5	7	8	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	A	Losing	2	2

Full Input Data And Results

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		5	8
	2	5		6
	3	5	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:3/2 (northbound)	J1:5/1 (Right)	1400	0	J1:1/2	1.10	All	3.00	-	0.50	3	3.00
				J1:1/1	1.10	All					

Junction: J2: B4114/B581(W)

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J2:1/2 (B4114 (N))	J1:7/1 (Right)	1439	0	J2:3/1	1.09	All	3.00	-	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (B4114 Coventry Road (N))	U	A	2	3	12.0	Geom	-	3.25	0.00	Y	Arm J1:5 Left	18.00
J1:1/2 (B4114 Coventry Road (N))	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm J2:1 Ahead	Inf
J1:2/1 (B581 Coventry Road (E))	U	D E	2	3	16.0	Geom	-	4.00	0.00	Y	Arm J2:1 Left	10.00
J1:2/2 (B581 Coventry Road (E))	U	D	2	3	60.0	Geom	-	3.65	0.00	N	Arm J1:4 Right	20.00
J1:3/1 (northbound)	U	B	2	3	20.0	Geom	-	3.50	0.00	Y	Arm J1:4 Ahead	Inf
J1:3/2 (northbound)	O	B C	2	3	20.0	Geom	-	3.50	0.00	N	Arm J1:5 Right	15.00
J1:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: B4114/B581(W)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (B4114 (N))	U	A	2	3	20.0	Geom	-	3.50	0.00	Y	Arm J1:6 Ahead	Inf
J2:1/2 (B4114 (N))	O	A B	2	3	15.0	Geom	-	3.50	0.00	N	Arm J1:7 Right	12.00
J2:2/1 (B581 (W))	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:3 Left	20.00
J2:2/2 (B581 (W))	U	C	2	3	3.0	Geom	-	3.00	0.00	N	Arm J1:6 Right	15.00
J2:3/1 (B4114 (S))	U	E	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:3 Ahead Arm J1:7 Left	Inf 20.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 Base AM'	08:00	09:00	01:00	
2: '2018 Base PM'	17:00	18:00	01:00	
3: '2026 WoD AM'	08:00	09:00	01:00	
4: '2026 WoD PM'	17:00	18:00	01:00	
5: '2026 WoDWS AM'	08:00	09:00	01:00	
6: '2026 WoDWS PM'	17:00	18:00	01:00	
7: '2026 WD AM'	08:00	09:00	01:00	
8: '2026 WD PM'	17:00	18:00	01:00	
9: '2036 WoD AM'	08:00	09:00	01:00	
10: '2036 WoD PM'	17:00	18:00	01:00	
11: '2036 WoDWS AM'	08:00	09:00	01:00	
12: '2036 WoDWS PM'	17:00	18:00	01:00	
13: '2036 WD AM'	08:00	09:00	01:00	
14: '2036 WD PM'	17:00	18:00	01:00	

Scenario 1: '2018 Base AM' (FG1: '2018 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	250	339	112	701
	B	436	0	246	181	863
	C	373	133	0	45	551
	D	197	249	37	0	483
	Tot.	1006	632	622	338	2598

Traffic Lane Flows

Lane	Scenario 1: 2018 Base AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	250
J1:1/2 (with short)	701(In) 451(Out)
J1:2/1 (short)	427
J1:2/2 (with short)	863(In) 436(Out)
J1:3/1	570
J1:3/2	382
J1:4/1	1006
J1:5/1	632
J1:6/1	622
J1:7/1	338
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	878(In) 585(Out)
J2:1/2 (short)	293
J2:2/1 (with short)	483(In) 446(Out)
J2:2/2 (short)	37
J2:3/1	551

Full Input Data And Results

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: B4114/B581(W)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	91.8 %	1953	1953
				Arm J1:7 Left	20.00	8.2 %		

Scenario 2: '2018 Base PM' (FG2: '2018 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	393	259	150	802
	B	262	0	181	244	687
	C	442	210	0	117	769
	D	147	191	27	0	365
	Tot.	851	794	467	511	2623

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2018 Base PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	393
J1:1/2 (with short)	802(In) 409(Out)
J1:2/1 (short)	425
J1:2/2 (with short)	687(In) 262(Out)
J1:3/1	589
J1:3/2	401
J1:4/1	851
J1:5/1	794
J1:6/1	467
J1:7/1	511
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	834(In) 440(Out)
J2:1/2 (short)	394
J2:2/1 (with short)	365(In) 338(Out)
J2:2/2 (short)	27
J2:3/1	769

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	84.8 %	1943	1943
				Arm J1:7 Left	20.00	15.2 %		

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	292	345	60	697
	B	436	0	300	119	855
	C	326	165	0	29	520
	D	138	244	35	0	417
	Tot.	900	701	680	208	2489

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 WoD AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	292
J1:1/2 (with short)	697(In) 405(Out)
J1:2/1 (short)	419
J1:2/2 (with short)	855(In) 436(Out)
J1:3/1	464
J1:3/2	409
J1:4/1	900
J1:5/1	701
J1:6/1	680
J1:7/1	208
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	824(In) 645(Out)
J2:1/2 (short)	179
J2:2/1 (with short)	417(In) 382(Out)
J2:2/2 (short)	35
J2:3/1	520

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	94.4 %	1957	1957
				Arm J1:7 Left	20.00	5.6 %		

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	419	270	116	805
	B	310	0	195	194	699
	C	547	246	0	99	892
	D	169	203	27	0	399
	Tot.	1026	868	492	409	2795

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 WoD PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	419
J1:1/2 (with short)	805(In) 386(Out)
J1:2/1 (short)	389
J1:2/2 (with short)	699(In) 310(Out)
J1:3/1	716
J1:3/2	449
J1:4/1	1026
J1:5/1	868
J1:6/1	492
J1:7/1	409
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	775(In) 465(Out)
J2:1/2 (short)	310
J2:2/1 (with short)	399(In) 372(Out)
J2:2/2 (short)	27
J2:3/1	892

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	88.9 %	1949	1949
				Arm J1:7 Left	20.00	11.1 %		

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	287	362	44	693
	B	439	0	351	92	882
	C	343	183	0	24	550
	D	121	226	32	0	379
	Tot.	903	696	745	160	2504

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 WoDWS AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	287
J1:1/2 (with short)	693(In) 406(Out)
J1:2/1 (short)	443
J1:2/2 (with short)	882(In) 439(Out)
J1:3/1	464
J1:3/2	409
J1:4/1	903
J1:5/1	696
J1:6/1	745
J1:7/1	160
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	849(In) 713(Out)
J2:1/2 (short)	136
J2:2/1 (with short)	379(In) 347(Out)
J2:2/2 (short)	32
J2:3/1	550

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	95.6 %	1959	1959
				Arm J1:7 Left	20.00	4.4 %		

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	430	284	111	825
	B	274	0	228	209	711
	C	439	260	0	97	796
	D	103	162	22	0	287
	Tot.	816	852	534	417	2619

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2026 WoDWS PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	430
J1:1/2 (with short)	825(In) 395(Out)
J1:2/1 (short)	437
J1:2/2 (with short)	711(In) 274(Out)
J1:3/1	542
J1:3/2	422
J1:4/1	816
J1:5/1	852
J1:6/1	534
J1:7/1	417
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	832(In) 512(Out)
J2:1/2 (short)	320
J2:2/1 (with short)	287(In) 265(Out)
J2:2/2 (short)	22
J2:3/1	796

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	87.8 %	1947	1947
				Arm J1:7 Left	20.00	12.2 %		

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	278	390	43	711
	B	448	0	352	86	886
	C	365	173	0	23	561
	D	130	217	33	0	380
	Tot.	943	668	775	152	2538

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2026 WD AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	278
J1:1/2 (with short)	711(In) 433(Out)
J1:2/1 (short)	438
J1:2/2 (with short)	886(In) 448(Out)
J1:3/1	495
J1:3/2	390
J1:4/1	943
J1:5/1	668
J1:6/1	775
J1:7/1	152
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	871(In) 742(Out)
J2:1/2 (short)	129
J2:2/1 (with short)	380(In) 347(Out)
J2:2/2 (short)	33
J2:3/1	561

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead Arm J1:7 Left	Inf 20.00	95.9 % 4.1 %	1959	1959

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	442	273	107	822
	B	277	0	232	218	727
	C	431	274	0	100	805
	D	87	145	19	0	251
	Tot.	795	861	524	425	2605

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2026 WD PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	442
J1:1/2 (with short)	822(In) 380(Out)
J1:2/1 (short)	450
J1:2/2 (with short)	727(In) 277(Out)
J1:3/1	518
J1:3/2	419
J1:4/1	795
J1:5/1	861
J1:6/1	524
J1:7/1	425
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	830(In) 505(Out)
J2:1/2 (short)	325
J2:2/1 (with short)	251(In) 232(Out)
J2:2/2 (short)	19
J2:3/1	805

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	87.6 %	1947	1947
				Arm J1:7 Left	20.00	12.4 %		

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	307	349	63	719
	B	460	0	288	118	866
	C	337	162	0	27	526
	D	140	234	33	0	407
	Tot.	937	703	670	208	2518

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2036 WoD AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	307
J1:1/2 (with short)	719(In) 412(Out)
J1:2/1 (short)	406
J1:2/2 (with short)	866(In) 460(Out)
J1:3/1	477
J1:3/2	396
J1:4/1	937
J1:5/1	703
J1:6/1	670
J1:7/1	208
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	818(In) 637(Out)
J2:1/2 (short)	181
J2:2/1 (with short)	407(In) 374(Out)
J2:2/2 (short)	33
J2:3/1	526

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead Arm J1:7 Left	Inf 20.00	94.9 % 5.1 %	1957	1957

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	425	263	113	801
	B	338	0	196	195	729
	C	576	250	0	99	925
	D	180	212	29	0	421
	Tot.	1094	887	488	407	2876

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2036 WoD PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	425
J1:1/2 (with short)	801(In) 376(Out)
J1:2/1 (short)	391
J1:2/2 (with short)	729(In) 338(Out)
J1:3/1	756
J1:3/2	462
J1:4/1	1094
J1:5/1	887
J1:6/1	488
J1:7/1	407
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	767(In) 459(Out)
J2:1/2 (short)	308
J2:2/1 (with short)	421(In) 392(Out)
J2:2/2 (short)	29
J2:3/1	925

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	89.3 %	1949	1949
				Arm J1:7 Left	20.00	10.7 %		

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	290	396	33	719
	B	472	0	341	62	875
	C	417	184	0	20	621
	D	138	222	33	0	393
	Tot.	1027	696	770	115	2608

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2036 WoDWS AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	290
J1:1/2 (with short)	719(In) 429(Out)
J1:2/1 (short)	403
J1:2/2 (with short)	875(In) 472(Out)
J1:3/1	555
J1:3/2	406
J1:4/1	1027
J1:5/1	696
J1:6/1	770
J1:7/1	115
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	832(In) 737(Out)
J2:1/2 (short)	95
J2:2/1 (with short)	393(In) 360(Out)
J2:2/2 (short)	33
J2:3/1	621

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead Arm J1:7 Left	Inf 20.00	96.8 % 3.2 %	1960	1960

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	431	279	107	817
	B	293	0	232	212	737
	C	483	273	0	100	856
	D	102	154	23	0	279
	Tot.	878	858	534	419	2689

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2036 WoDWS PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	431
J1:1/2 (with short)	817(In) 386(Out)
J1:2/1 (short)	444
J1:2/2 (with short)	737(In) 293(Out)
J1:3/1	585
J1:3/2	427
J1:4/1	878
J1:5/1	858
J1:6/1	534
J1:7/1	419
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	830(In) 511(Out)
J2:1/2 (short)	319
J2:2/1 (with short)	279(In) 256(Out)
J2:2/2 (short)	23
J2:3/1	856

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	88.3 %	1948	1948
				Arm J1:7 Left	20.00	11.7 %		

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	286	423	28	737
	B	479	0	364	53	896
	C	434	182	0	18	634
	D	134	213	33	0	380
	Tot.	1047	681	820	99	2647

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2036 WD AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	286
J1:1/2 (with short)	737(In) 451(Out)
J1:2/1 (short)	417
J1:2/2 (with short)	896(In) 479(Out)
J1:3/1	568
J1:3/2	395
J1:4/1	1047
J1:5/1	681
J1:6/1	820
J1:7/1	99
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	868(In) 787(Out)
J2:1/2 (short)	81
J2:2/1 (with short)	380(In) 347(Out)
J2:2/2 (short)	33
J2:3/1	634

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	97.2 %	1961	1961
				Arm J1:7 Left	20.00	2.8 %		

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	446	267	104	817
	B	285	0	237	222	744
	C	439	284	0	98	821
	D	83	139	20	0	242
	Tot.	807	869	524	424	2624

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2036 WD PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	446
J1:1/2 (with short)	817(In) 371(Out)
J1:2/1 (short)	459
J1:2/2 (with short)	744(In) 285(Out)
J1:3/1	522
J1:3/2	423
J1:4/1	807
J1:5/1	869
J1:6/1	524
J1:7/1	424
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	830(In) 504(Out)
J2:1/2 (short)	326
J2:2/1 (with short)	242(In) 222(Out)
J2:2/2 (short)	20
J2:3/1	821

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)

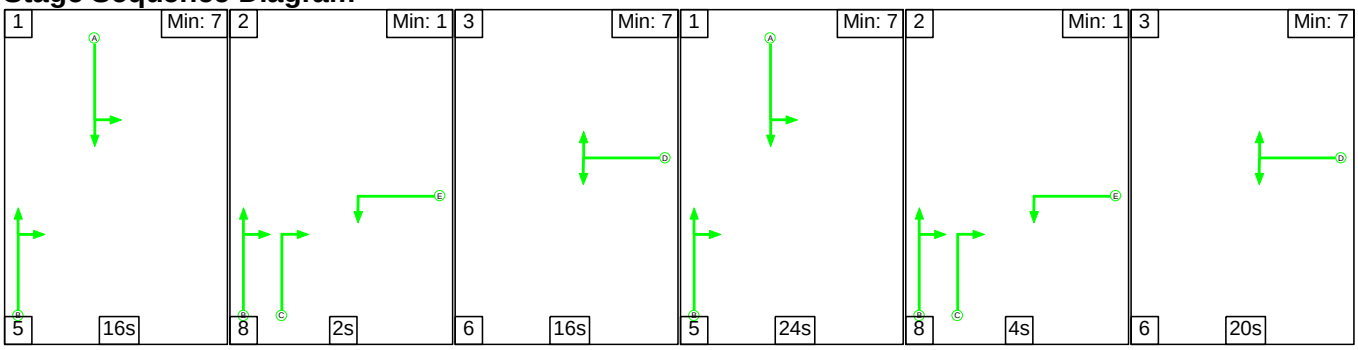
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead Arm J1:7 Left	Inf 20.00	88.1 % 11.9 %	1948	1948

Scenario 1: '2018 Base AM' (FG1: '2018 Base AM', Plan 1: 'Network Control Plan 1')
C1

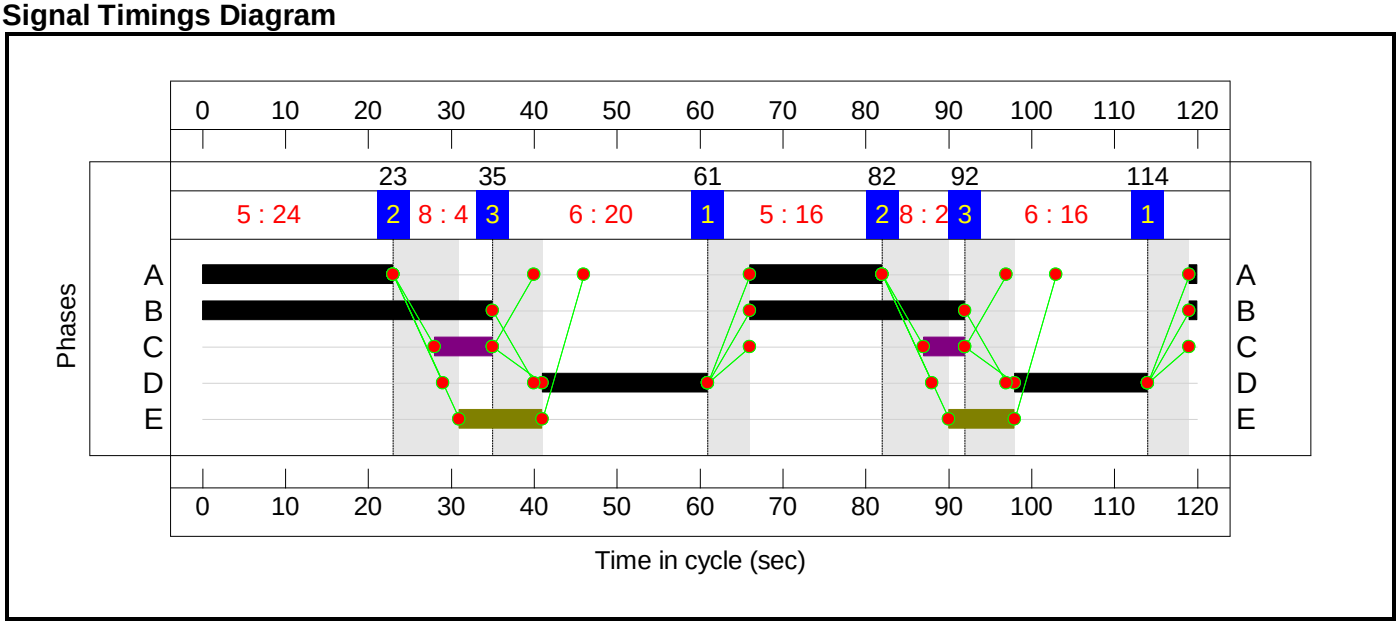
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	3
Duration	16	2	16	24	4	20
Change Point	61	82	92	114	23	35

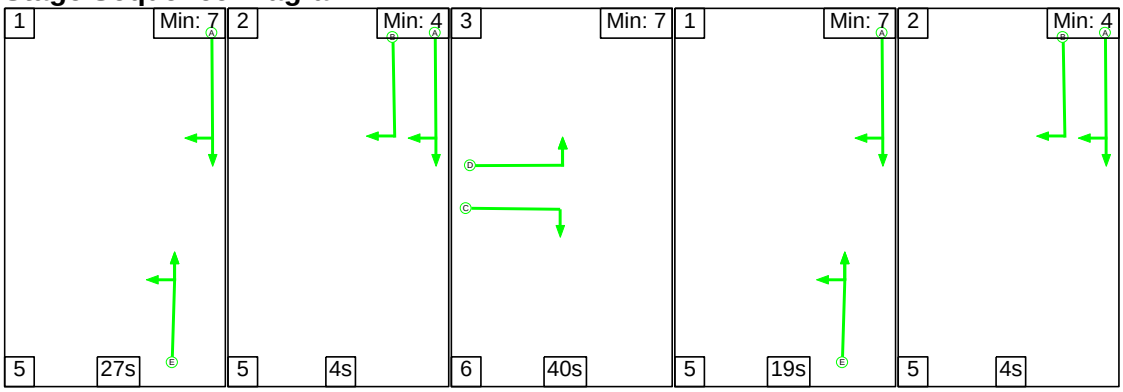
Signal Timings Diagram



Full Input Data And Results

C2

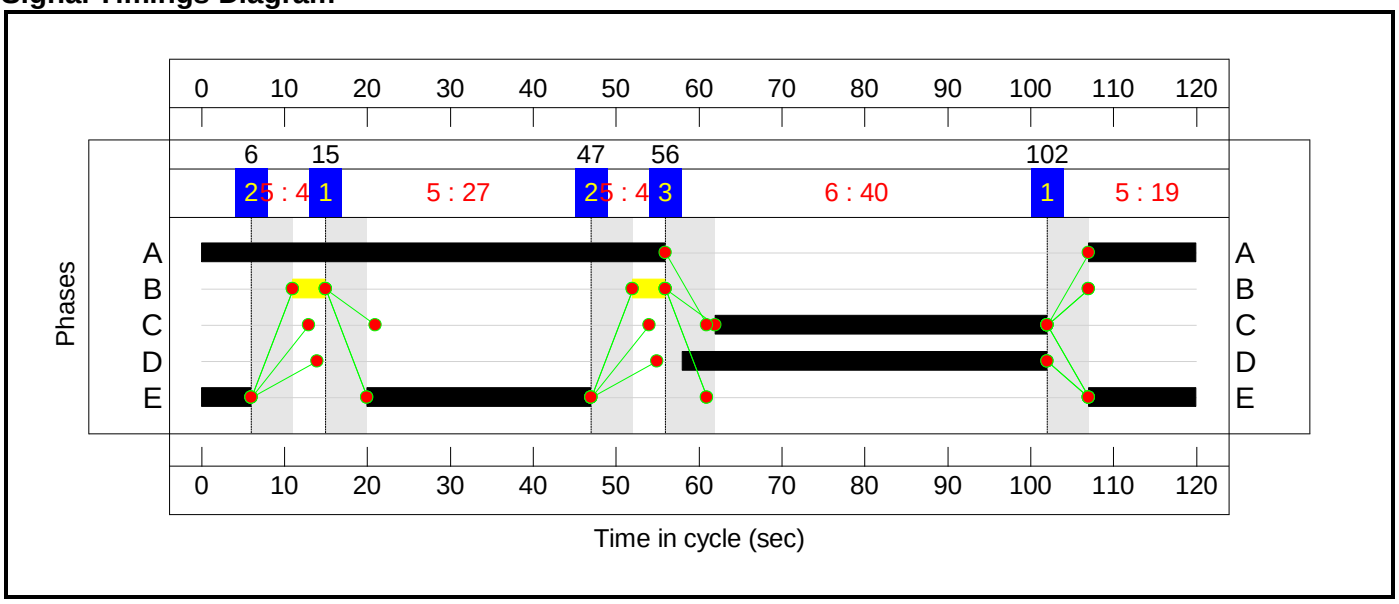
Stage Sequence Diagram



Stage Timings

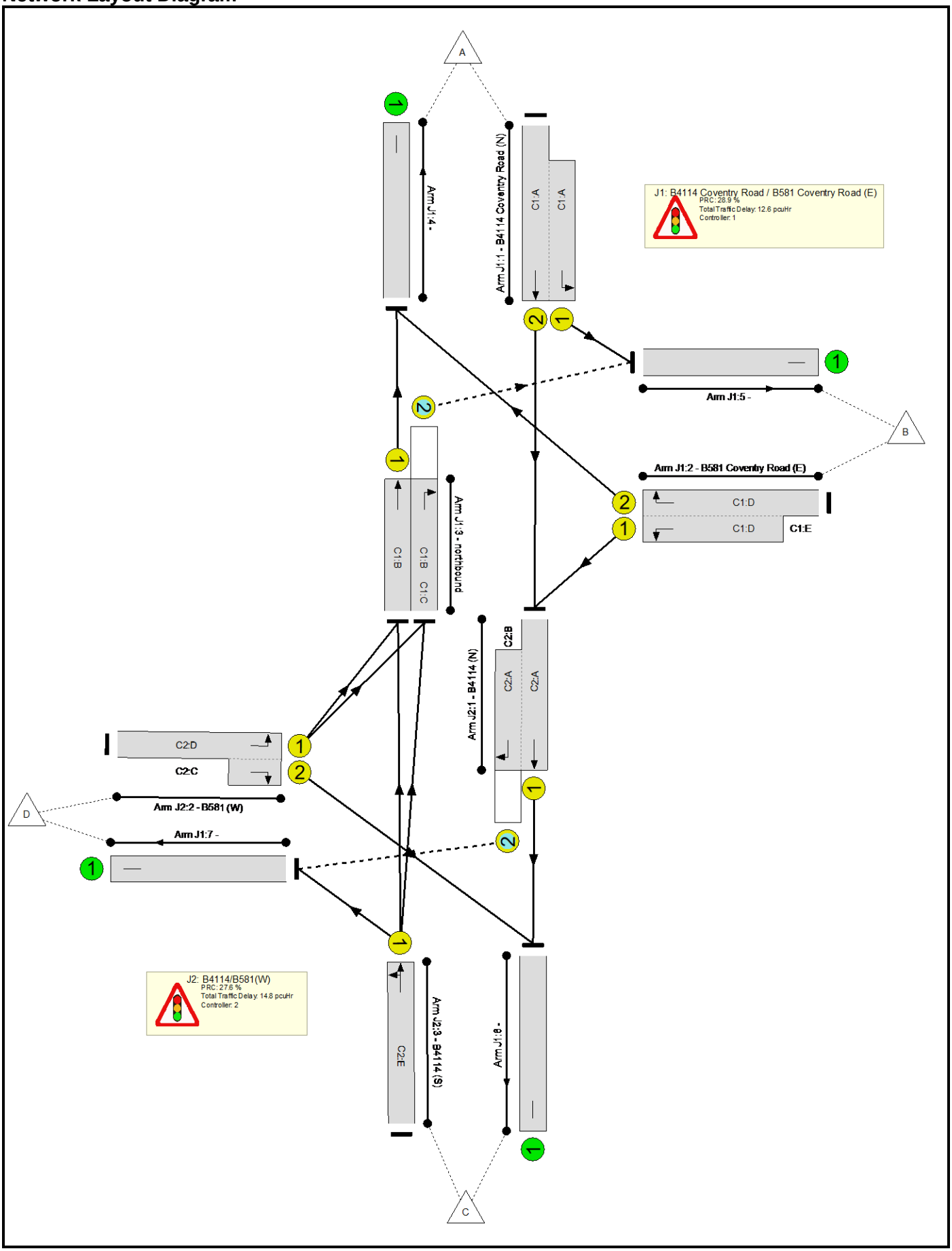
Stage	1	2	3	1	2
Duration	27	4	40	19	4
Change Point	15	47	56	102	6

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.5%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.8%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	40	-	701	2080:1791	697+386	64.7 : 64.7%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	36:54	18	863	1972:1752	624+612	69.8 : 69.8%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	62	-	570	1965	1048	54.4%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	62	12	382	1914	572	66.8%
4/1		U	N/A	N/A	-		-	-	-	1006	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	632	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.5%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	69	8	878	1965:1871	911+456	64.2 : 64.2%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	44:40	-	483	1828:1868	639+53	69.7 : 69.7%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	46	-	551	1953	781	70.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**170**	**400**	**105**	**19.1**	**6.9**	**1.5**	**27.5**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**105**	**189**	**88**	**8.1**	**3.7**	**0.9**	**12.6**	**-**	**-**	**-**	**-**
1/2+1/1	701	701	-	-	-	3.1	0.9	-	4.0	20.5	6.6	0.9	7.6
2/2+2/1	863	863	-	-	-	3.6	1.1	-	4.7	19.7	7.1	1.1	8.3
3/1	570	570	-	-	-	0.8	0.6	-	1.4	9.0	7.9	0.6	8.5
3/2	382	382	105	189	88	0.6	1.0	0.9	2.5	23.8	5.0	1.0	6.0
4/1	1006	1006	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**65**	**211**	**17**	**11.0**	**3.2**	**0.6**	**14.8**	**-**	**-**	**-**	**-**
1/1+1/2	878	878	65	211	17	3.3	0.9	0.6	4.8	19.8	20.8	0.9	21.7
2/1+2/2	483	483	-	-	-	4.2	1.1	-	5.4	40.1	13.3	1.1	14.4
3/1	551	551	-	-	-	3.4	1.2	-	4.6	30.2	12.1	1.2	13.3

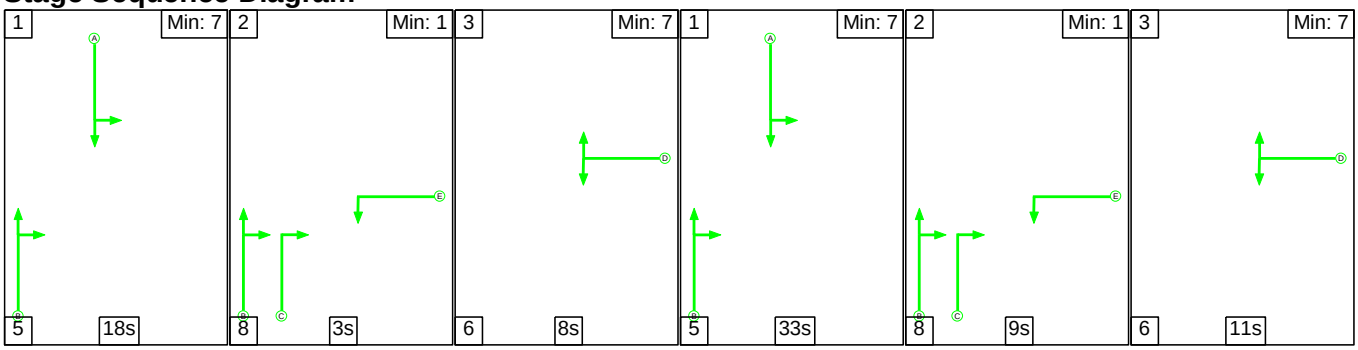
C1	PRC for Signalled Lanes (%):	28.9	Total Delay for Signalled Lanes (pcuHr):	12.65	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	27.6	Total Delay for Signalled Lanes (pcuHr):	14.82	Cycle Time (s): 120
	PRC Over All Lanes (%):	27.6	Total Delay Over All Lanes(pcuHr):	27.47	

Full Input Data And Results

Scenario 2: '2018 Base PM' (FG2: '2018 Base PM', Plan 1: 'Network Control Plan 1')

C1

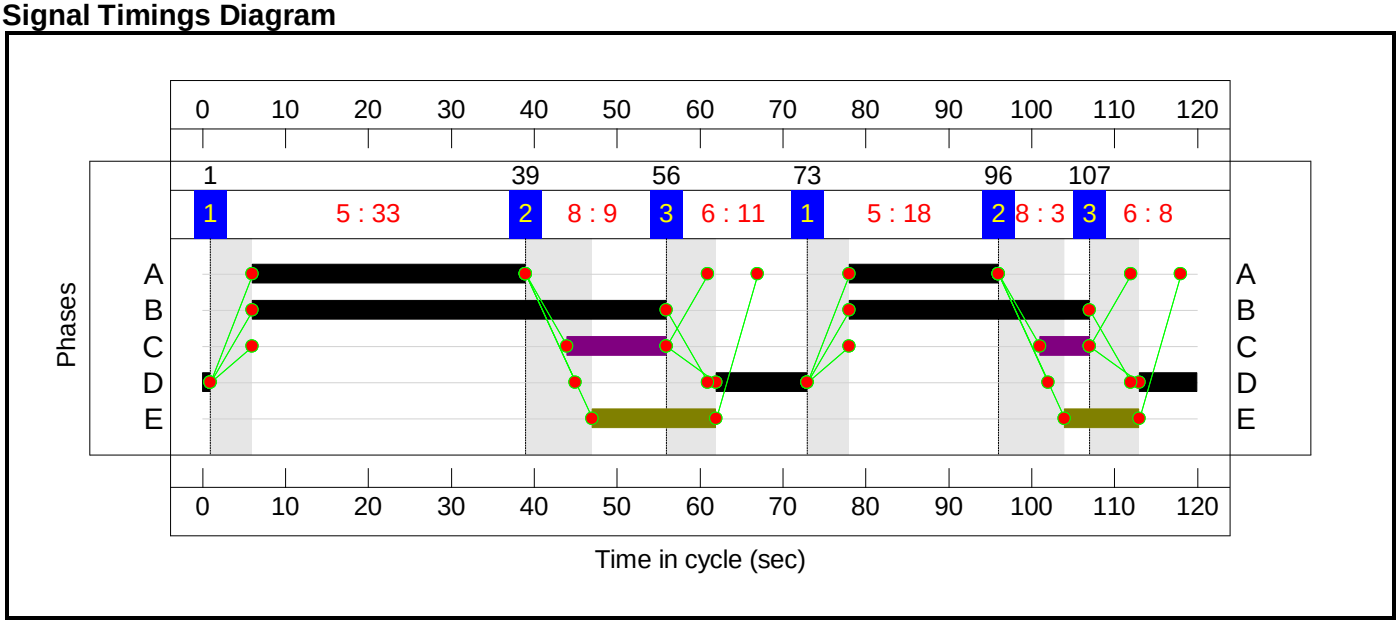
Stage Sequence Diagram



Stage Timings

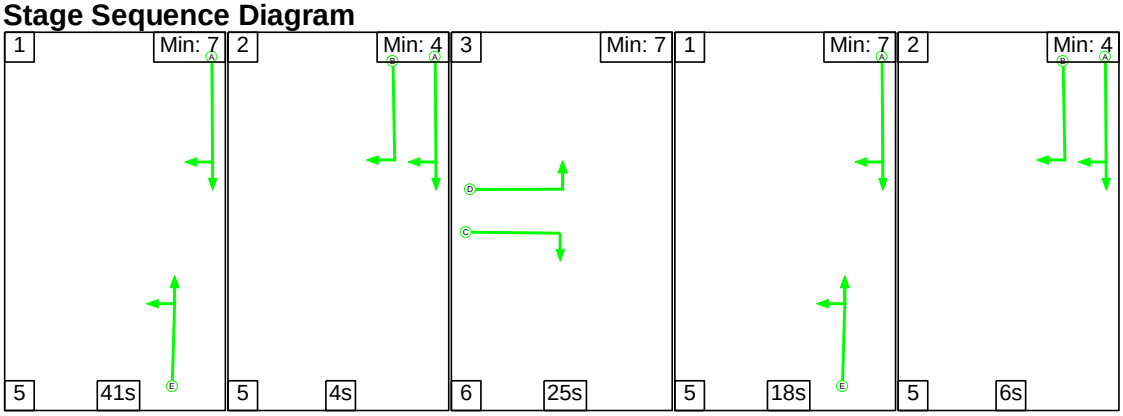
Stage	1	2	3	1	2	3
Duration	18	3	8	33	9	11
Change Point	73	96	107	1	39	56

Signal Timings Diagram



C2

Stage Sequence Diagram

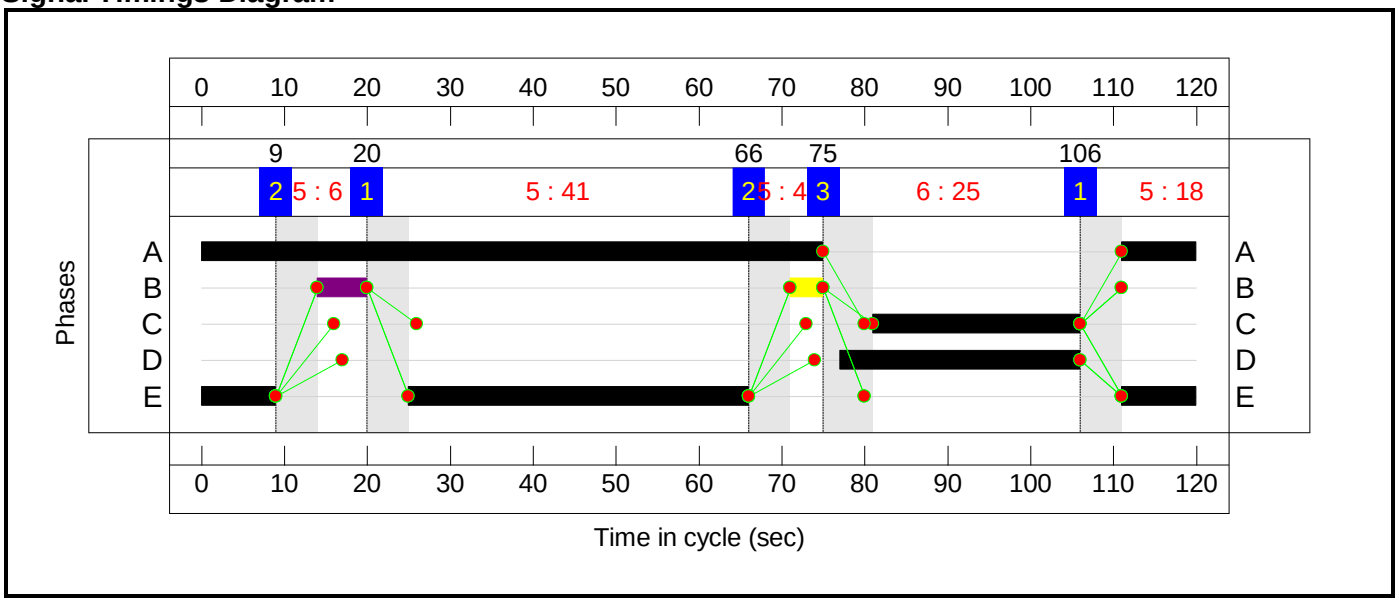


Full Input Data And Results

Stage Timings

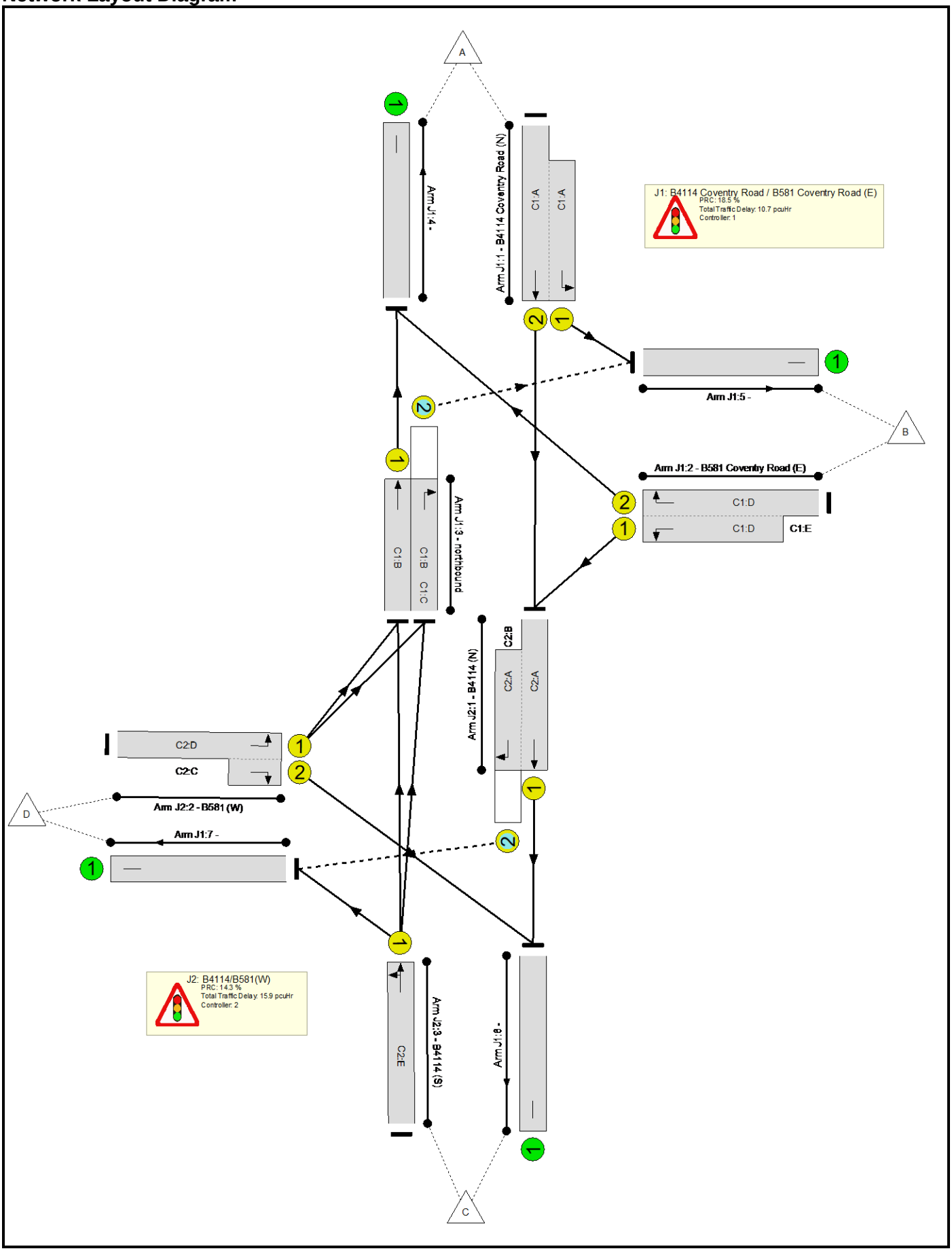
Stage	1	2	3	1	2
Duration	41	4	25	18	6
Change Point	20	66	75	106	9

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.8%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.9%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	51	-	802	2080:1791	752+722	54.4 : 54.4%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	19:43	24	687	1972:1752	345+657	75.9 : 64.7%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	79	-	589	1965	1326	44.4%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	79	18	401	1914	707	56.7%
4/1		U	N/A	N/A	-		-	-	-	851	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	794	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.8%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	84	10	834	1965:1871	568+508	77.5 : 77.5%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	29:25	-	365	1828:1868	429+34	78.8 : 78.8%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	59	-	769	1943	988	77.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**243**	**494**	**59**	**17.0**	**7.9**	**1.7**	**26.6**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**145**	**219**	**37**	**7.2**	**2.7**	**0.8**	**10.7**	**-**	**-**	**-**	**-**
1/2+1/1	802	802	-	-	-	2.7	0.6	-	3.3	14.7	5.3	0.6	5.9
2/2+2/1	687	687	-	-	-	3.7	1.1	-	4.8	25.0	7.0	1.1	8.0
3/1	589	589	-	-	-	0.5	0.4	-	0.9	5.6	5.8	0.4	6.2
3/2	401	401	145	219	37	0.3	0.7	0.8	1.7	15.6	3.2	0.7	3.8
4/1	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**98**	**275**	**21**	**9.9**	**5.2**	**0.9**	**15.9**	**-**	**-**	**-**	**-**
1/1+1/2	834	834	98	275	21	1.8	1.7	0.9	4.3	18.6	19.0	1.7	20.7
2/1+2/2	365	365	-	-	-	4.2	1.8	-	6.0	59.5	11.0	1.8	12.8
3/1	769	769	-	-	-	3.8	1.7	-	5.6	26.1	13.5	1.7	15.2

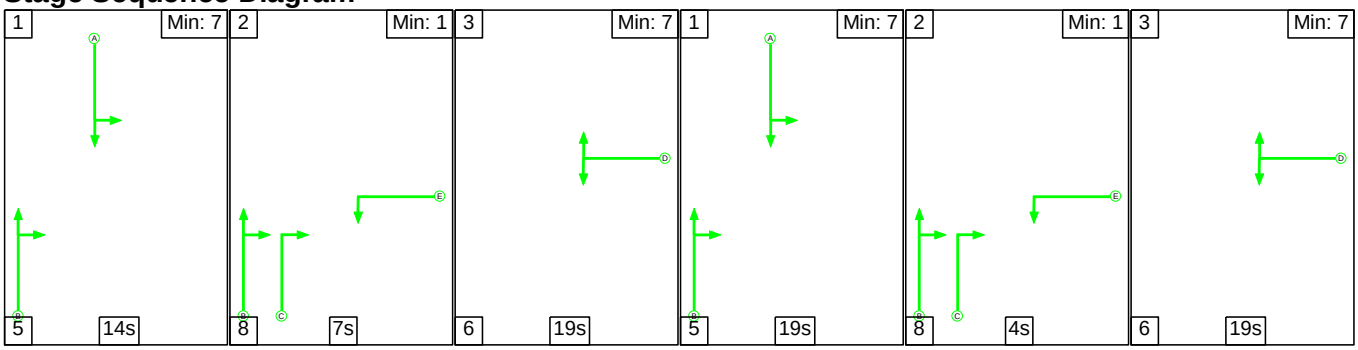
C1	PRC for Signalled Lanes (%):	18.5	Total Delay for Signalled Lanes (pcuHr):	10.70	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	14.3	Total Delay for Signalled Lanes (pcuHr):	15.93	Cycle Time (s): 120
	PRC Over All Lanes (%):	14.3	Total Delay Over All Lanes(pcuHr):	26.63	

Full Input Data And Results

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

C1

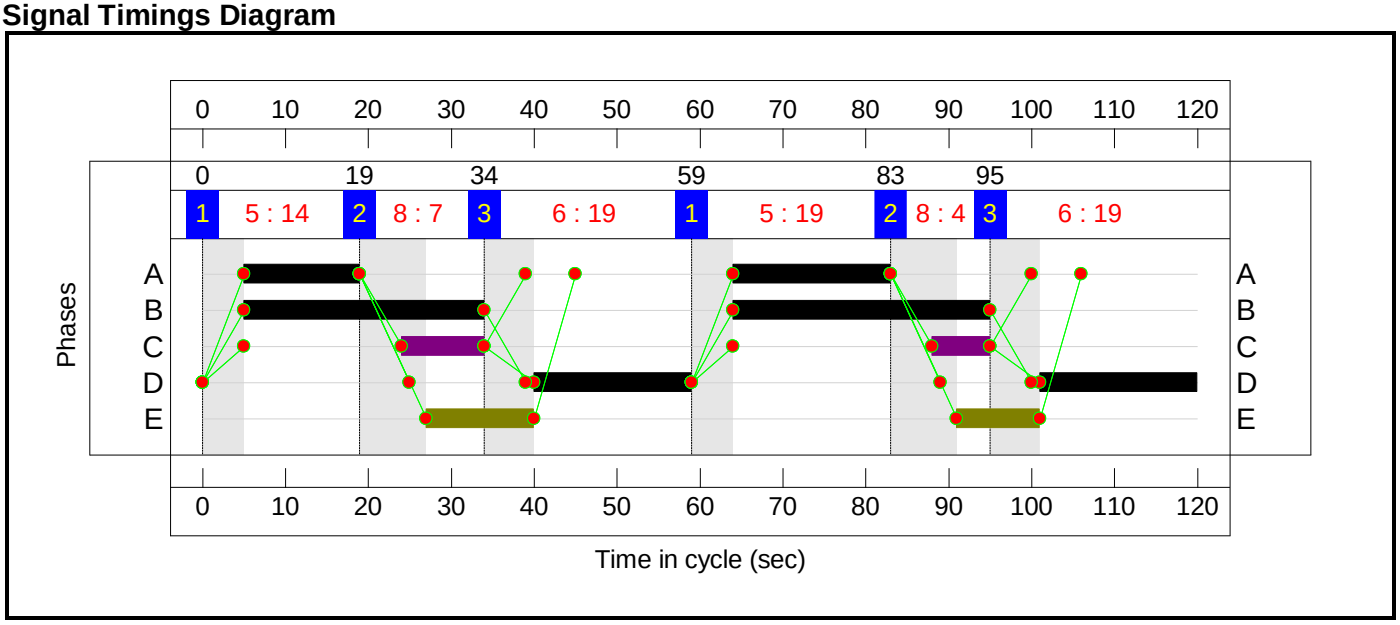
Stage Sequence Diagram



Stage Timings

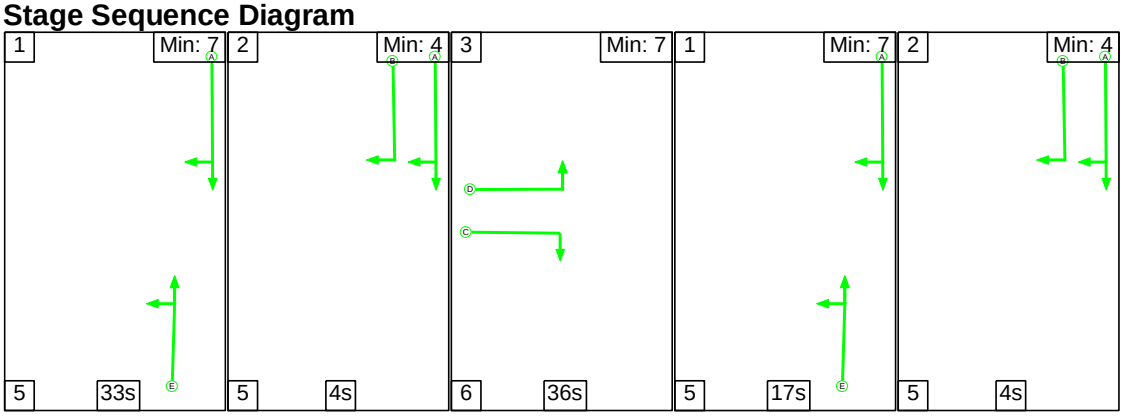
Stage	1	2	3	1	2	3
Duration	14	7	19	19	4	19
Change Point	0	19	34	59	83	95

Signal Timings Diagram



C2

Stage Sequence Diagram

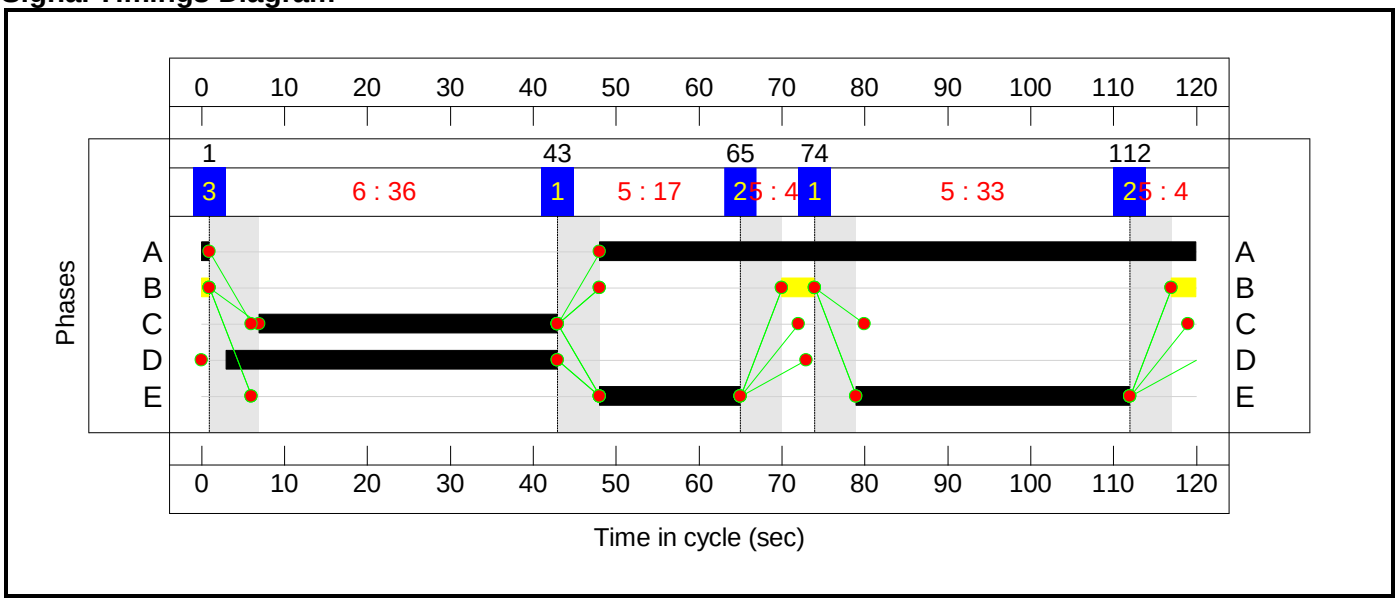


Full Input Data And Results

Stage Timings

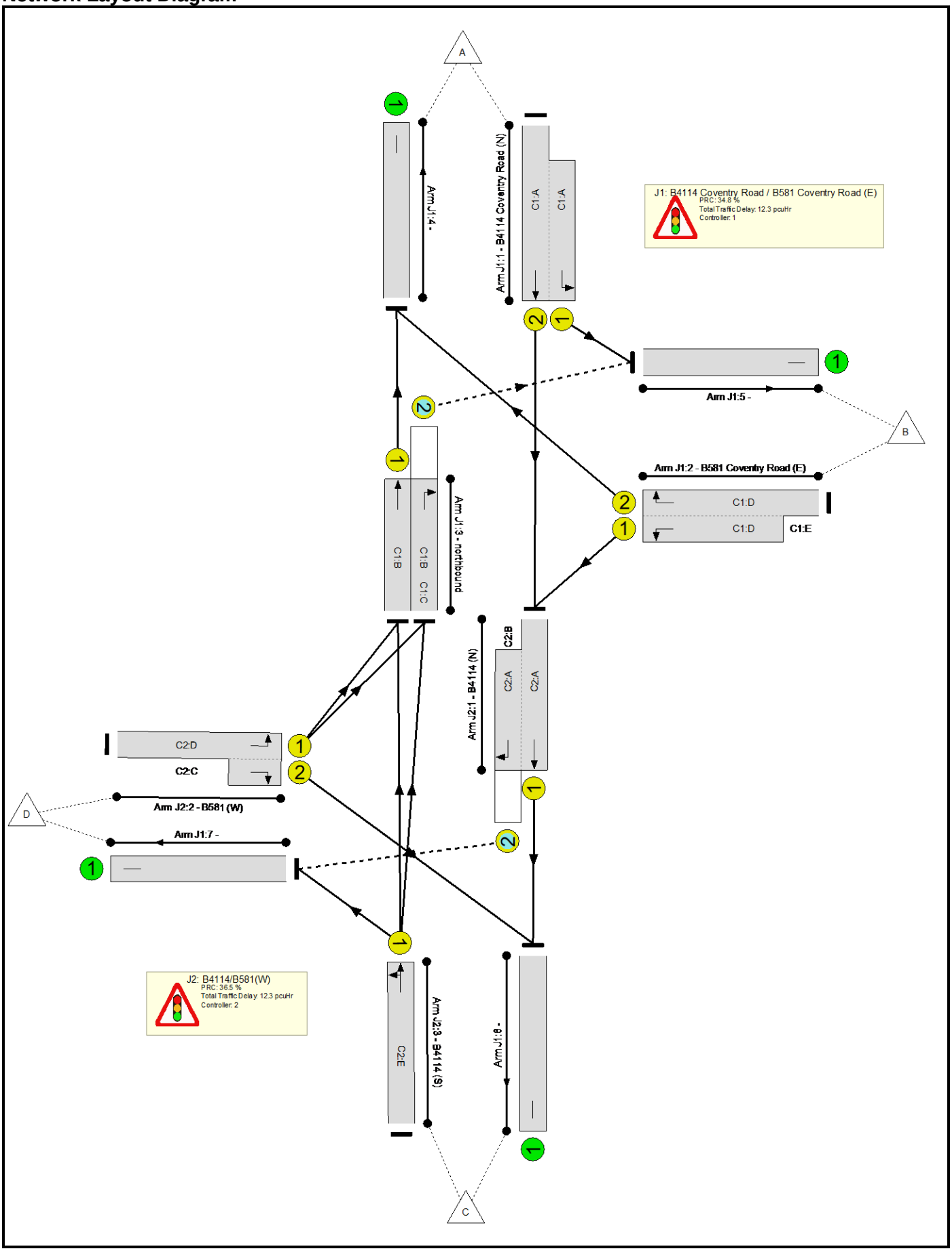
Stage	1	2	3	1	2
Duration	33	4	36	17	4
Change Point	74	112	1	43	65

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	33	-	697	2080:1791	607+437	66.8 : 66.8%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	38:61	23	855	1972:1752	657+632	66.3 : 66.3%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	60	-	464	1965	1015	45.7%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	60	17	409	1914	621	65.9%
4/1		U	N/A	N/A	-		-	-	-	900	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	680	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	208	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.9%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	73	8	824	1965:1871	1046+290	61.7 : 61.7%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	40:36	-	417	1828:1868	579+53	65.9 : 65.9%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	50	-	520	1957	848	61.3%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**135**	**433**	**20**	**17.5**	**5.9**	**1.2**	**24.6**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**74**	**318**	**17**	**8.2**	**3.4**	**0.8**	**12.3**	**-**	**-**	**-**	**-**
1/2+1/1	697	697	-	-	-	3.6	1.0	-	4.6	23.6	6.1	1.0	7.1
2/2+2/1	855	855	-	-	-	3.1	1.0	-	4.1	17.3	6.3	1.0	7.3
3/1	464	464	-	-	-	0.8	0.4	-	1.2	9.7	6.7	0.4	7.1
3/2	409	409	74	318	17	0.7	1.0	0.8	2.4	21.1	4.2	1.0	5.2
4/1	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**61**	**115**	**3**	**9.3**	**2.6**	**0.4**	**12.3**	**-**	**-**	**-**	**-**
1/1+1/2	824	824	61	115	3	2.8	0.8	0.4	4.0	17.4	21.2	0.8	22.0
2/1+2/2	417	417	-	-	-	3.9	1.0	-	4.8	41.7	11.4	1.0	12.4
3/1	520	520	-	-	-	2.7	0.8	-	3.5	24.4	10.5	0.8	11.3

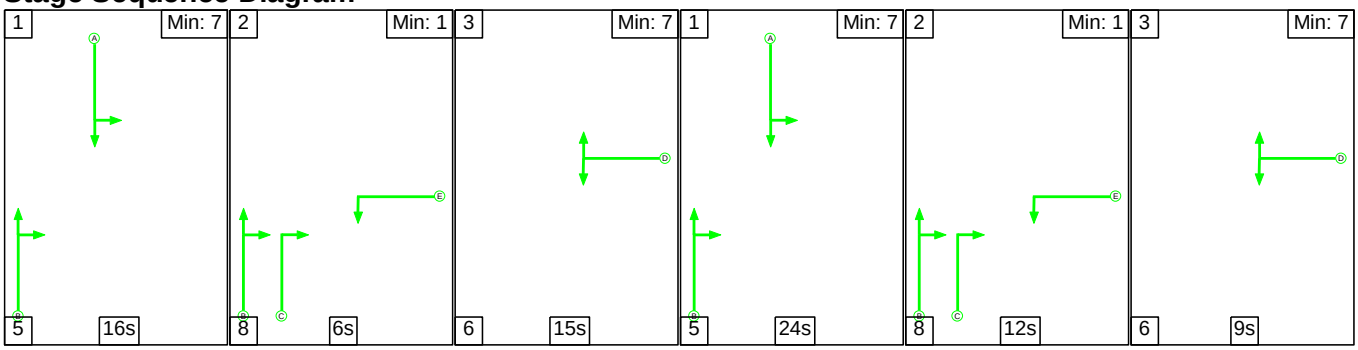
C1	PRC for Signalled Lanes (%):	34.8	Total Delay for Signalled Lanes (pcuHr):	12.31	Cycle Time (s):	120
C2	PRC for Signalled Lanes (%):	36.5	Total Delay for Signalled Lanes (pcuHr):	12.33	Cycle Time (s):	120
	PRC Over All Lanes (%):	34.8	Total Delay Over All Lanes(pcuHr):	24.64		

Full Input Data And Results

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

C1

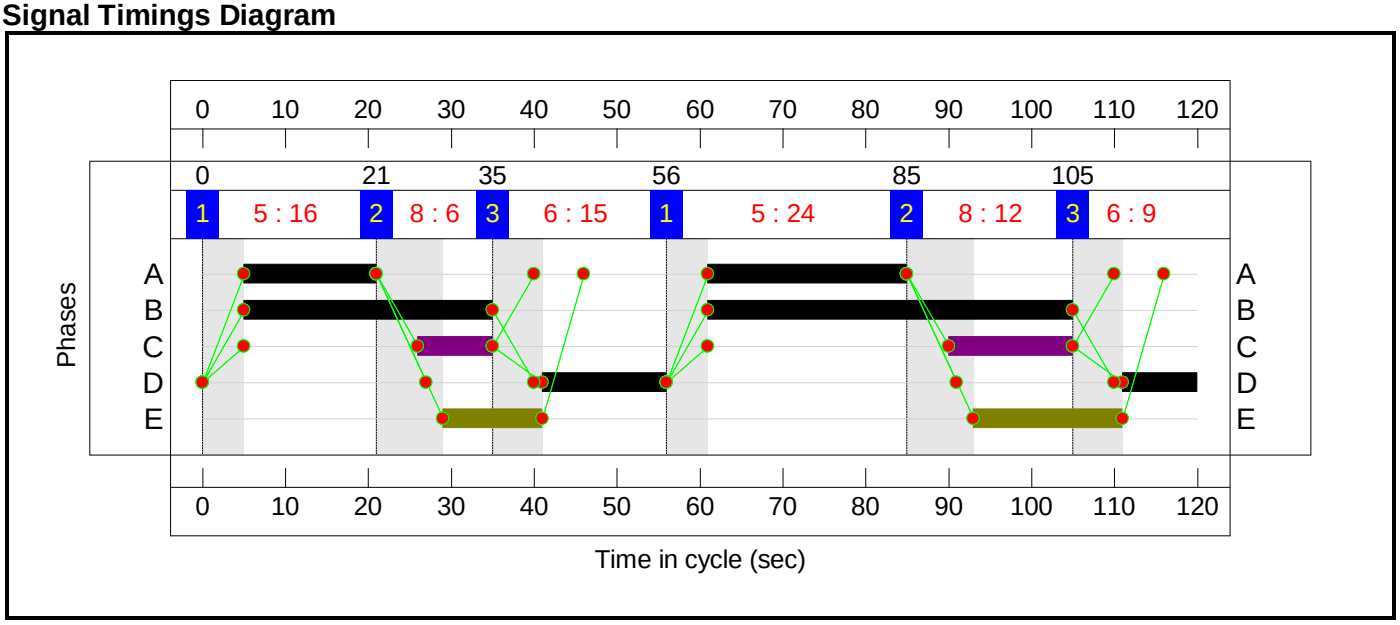
Stage Sequence Diagram



Stage Timings

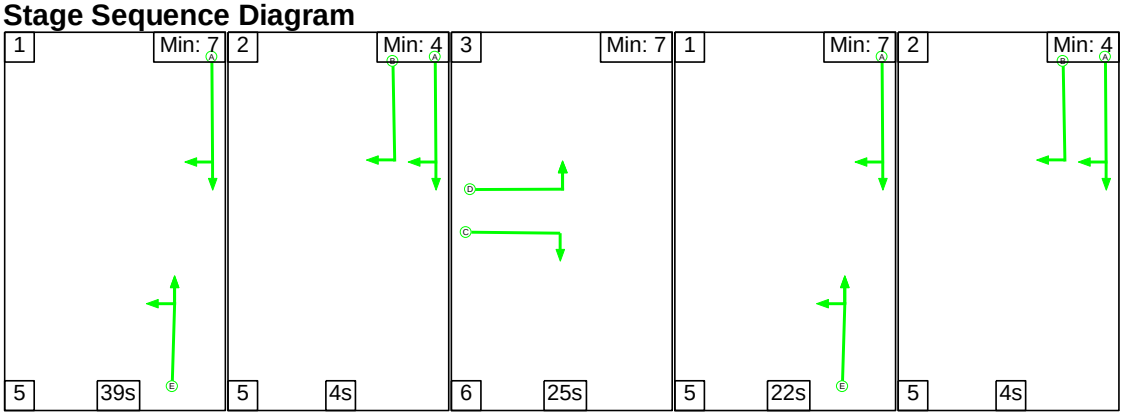
Stage	1	2	3	1	2	3
Duration	16	6	15	24	12	9
Change Point	0	21	35	56	85	105

Signal Timings Diagram



C2

Stage Sequence Diagram

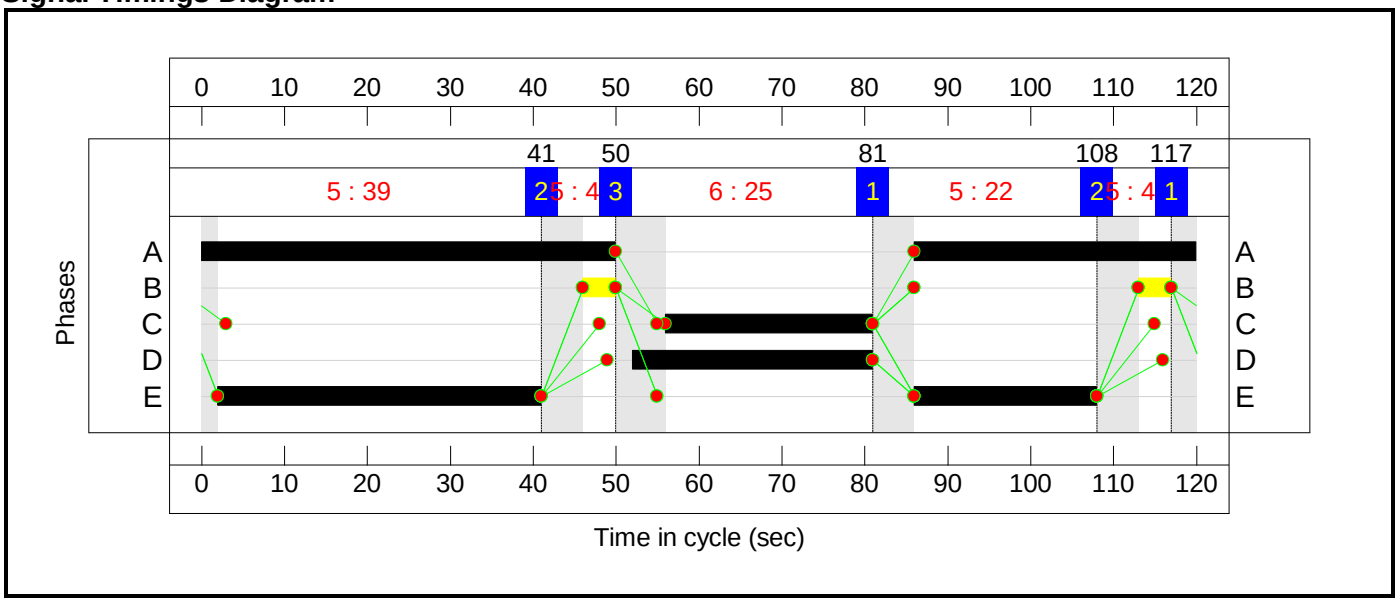


Full Input Data And Results

Stage Timings

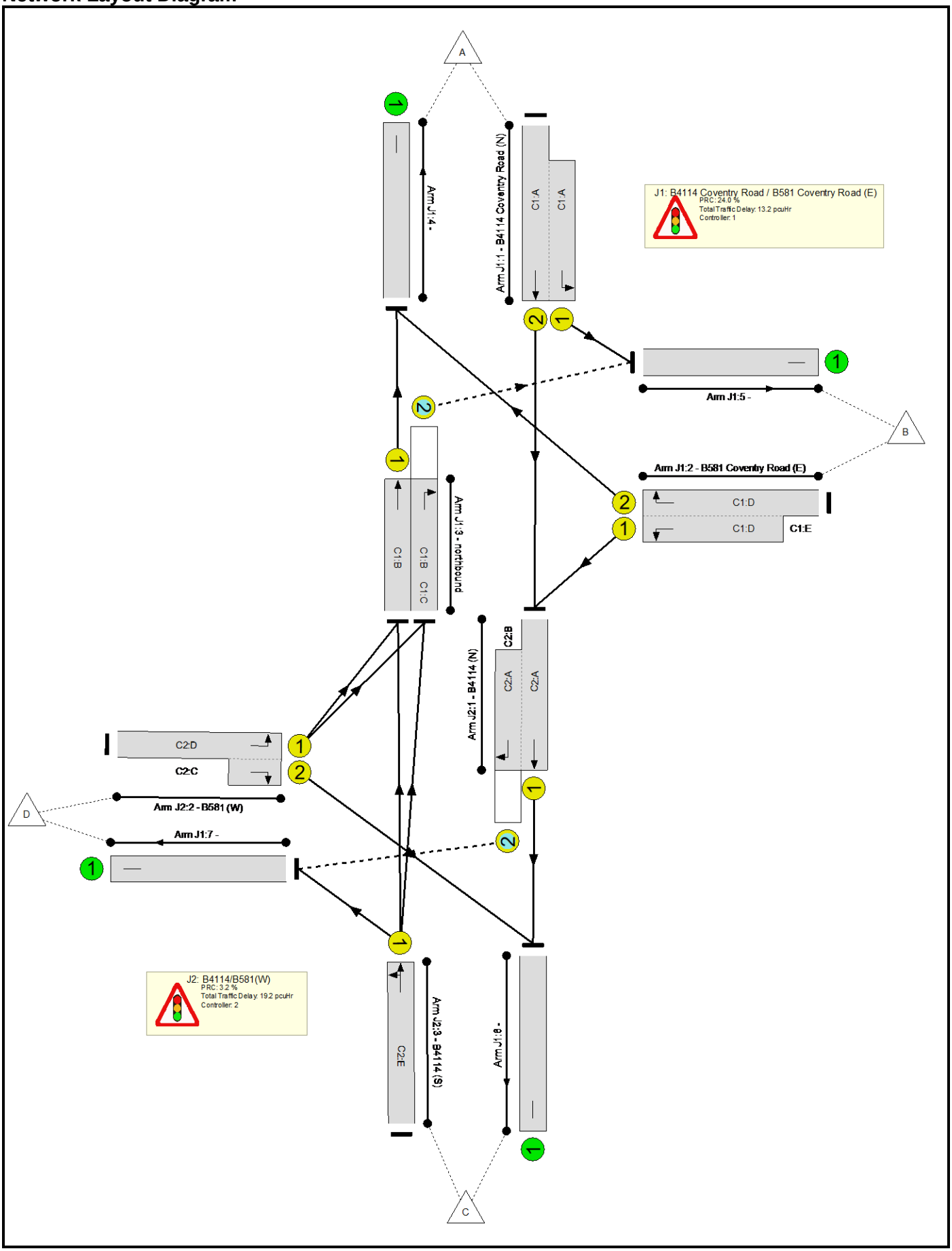
Stage	1	2	3	1	2
Duration	39	4	25	22	4
Change Point	117	41	50	81	108

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.6%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	40	-	805	2080:1791	573+622	67.4 : 67.4%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	24:54	30	699	1972:1752	427+536	72.6 : 72.6%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	74	-	716	1965	1244	57.5%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	74	24	449	1914	736	61.0%
4/1		U	N/A	N/A	-		-	-	-	1026	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	868	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	84	8	775	1965:1871	637+424	73.0 : 73.0%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	29:25	-	399	1828:1868	431+31	86.2 : 86.2%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	61	-	892	1949	1023	87.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**134**	**581**	**43**	**19.2**	**11.2**	**1.9**	**32.4**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**77**	**350**	**22**	**8.4**	**3.8**	**0.9**	**13.2**	**-**	**-**	**-**	**-**
1/2+1/1	805	805	-	-	-	3.6	1.0	-	4.6	20.7	5.8	1.0	6.8
2/2+2/1	699	699	-	-	-	3.1	1.3	-	4.4	22.9	5.5	1.3	6.8
3/1	716	716	-	-	-	0.9	0.7	-	1.6	7.8	5.0	0.7	5.7
3/2	449	449	77	350	22	0.8	0.8	0.9	2.5	20.4	7.8	0.8	8.6
4/1	1026	1026	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	868	868	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**57**	**231**	**22**	**10.8**	**7.5**	**1.0**	**19.2**	**-**	**-**	**-**	**-**
1/1+1/2	775	775	57	231	22	1.2	1.3	1.0	3.5	16.2	20.1	1.3	21.5
2/1+2/2	399	399	-	-	-	4.8	2.9	-	7.6	68.8	12.4	2.9	15.3
3/1	892	892	-	-	-	4.8	3.2	-	8.1	32.6	16.6	3.2	19.8

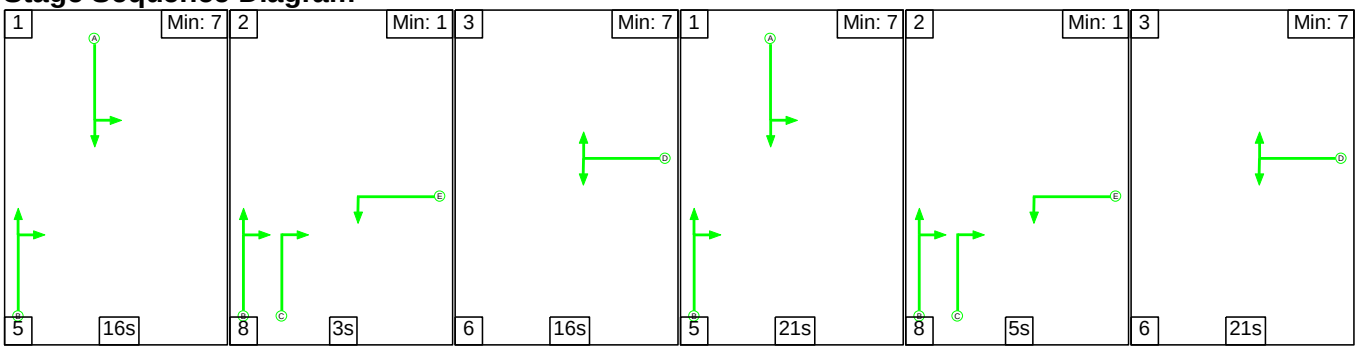
C1	PRC for Signalled Lanes (%):	24.0	Total Delay for Signalled Lanes (pcuHr):	13.16	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	3.2	Total Delay for Signalled Lanes (pcuHr):	19.20	Cycle Time (s): 120
	PRC Over All Lanes (%):	3.2	Total Delay Over All Lanes(pcuHr):	32.36	

Full Input Data And Results

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

C1

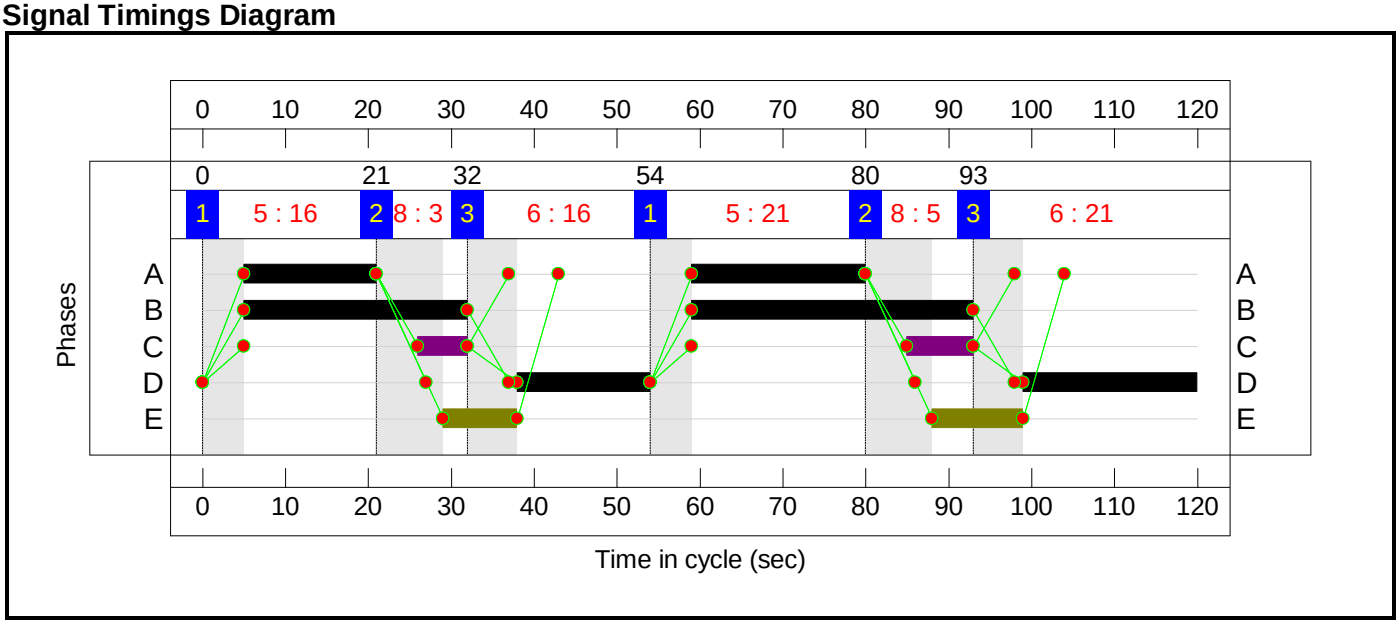
Stage Sequence Diagram



Stage Timings

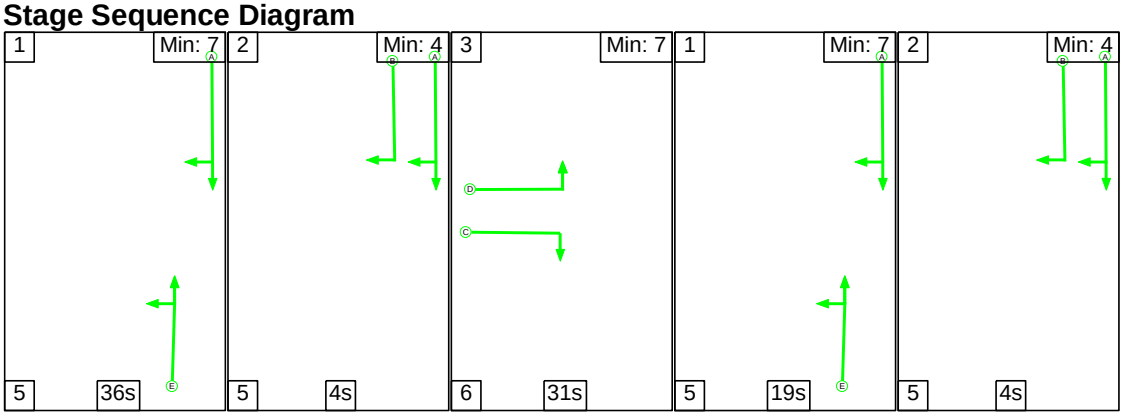
Stage	1	2	3	1	2	3
Duration	16	3	16	21	5	21
Change Point	0	21	32	54	80	93

Signal Timings Diagram



C2

Stage Sequence Diagram

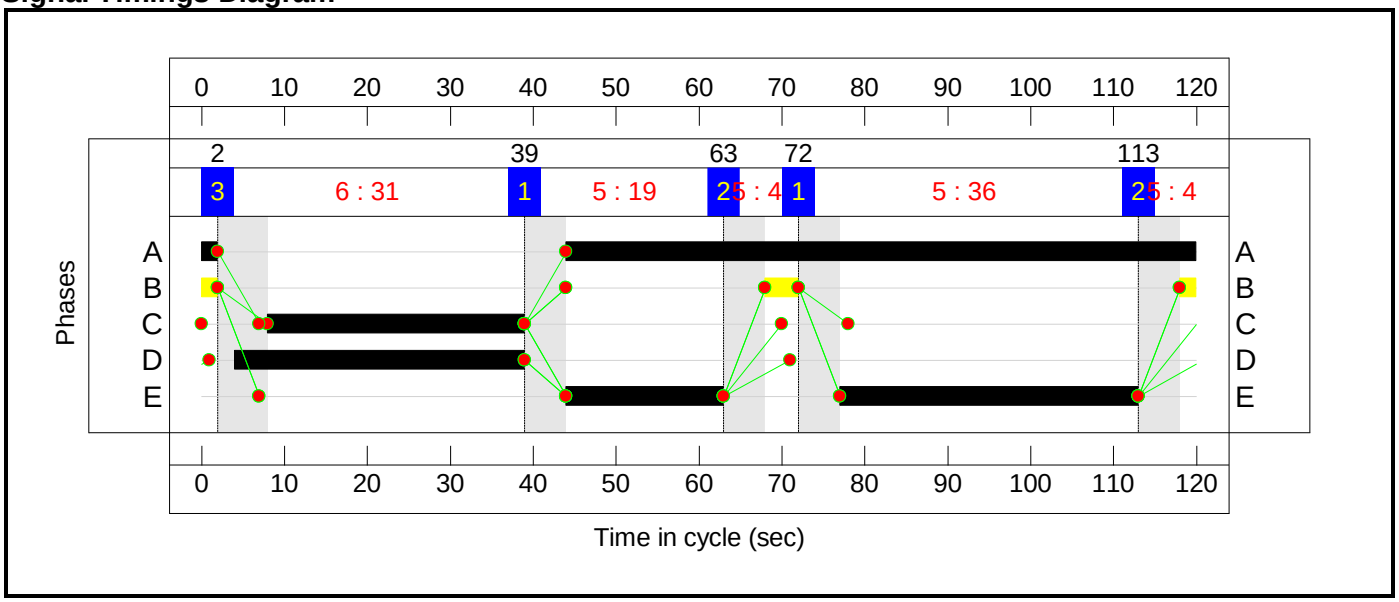


Full Input Data And Results

Stage Timings

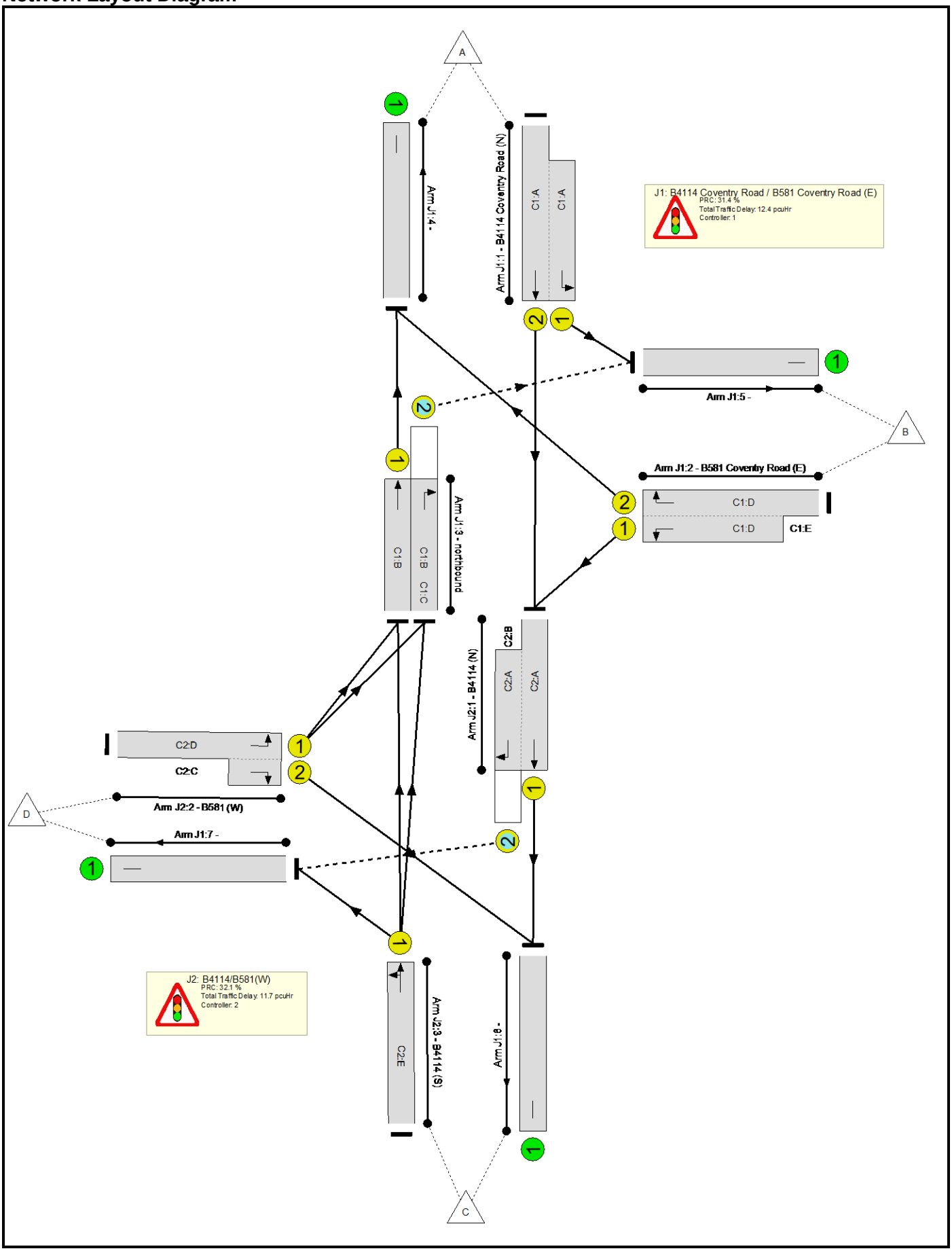
Stage	1	2	3	1	2
Duration	36	4	31	19	4
Change Point	72	113	2	39	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.5%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.5%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	37	-	693	2080:1791	664+470	61.1 : 61.1%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	37:57	20	882	1972:1752	641+647	68.5 : 68.5%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	61	-	464	1965	1032	45.0%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	61	14	409	1914	600	68.2%
4/1		U	N/A	N/A	-		-	-	-	903	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.1%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	78	8	849	1965:1871	1159+221	61.5 : 61.5%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	35:31	-	379	1828:1868	509+47	68.1 : 68.1%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	55	-	550	1959	931	59.1%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**155**	**321**	**69**	**17.0**	**5.9**	**1.2**	**24.1**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**101**	**241**	**67**	**8.2**	**3.3**	**0.8**	**12.4**	**-**	**-**	**-**	**-**
1/2+1/1	693	693	-	-	-	3.2	0.8	-	4.0	20.9	6.1	0.8	6.9
2/2+2/1	882	882	-	-	-	3.4	1.1	-	4.5	18.5	6.8	1.1	7.9
3/1	464	464	-	-	-	0.8	0.4	-	1.2	9.6	7.0	0.4	7.4
3/2	409	409	101	241	67	0.7	1.1	0.8	2.6	23.0	4.5	1.1	5.6
4/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**54**	**80**	**2**	**8.7**	**2.6**	**0.3**	**11.7**	**-**	**-**	**-**	**-**
1/1+1/2	849	849	54	80	2	2.5	0.8	0.3	3.6	15.5	20.2	0.8	21.0
2/1+2/2	379	379	-	-	-	3.9	1.1	-	4.9	46.8	10.8	1.1	11.8
3/1	550	550	-	-	-	2.4	0.7	-	3.1	20.2	10.5	0.7	11.3

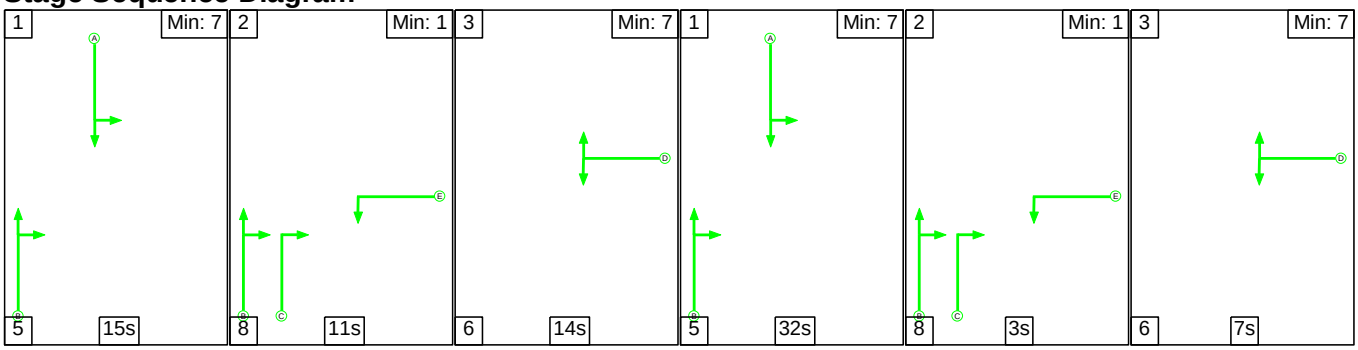
C1	PRC for Signalled Lanes (%):	31.4	Total Delay for Signalled Lanes (pcuHr):	12.39	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	32.1	Total Delay for Signalled Lanes (pcuHr):	11.66	Cycle Time (s): 120
	PRC Over All Lanes (%):	31.4	Total Delay Over All Lanes(pcuHr):	24.05	

Full Input Data And Results

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

C1

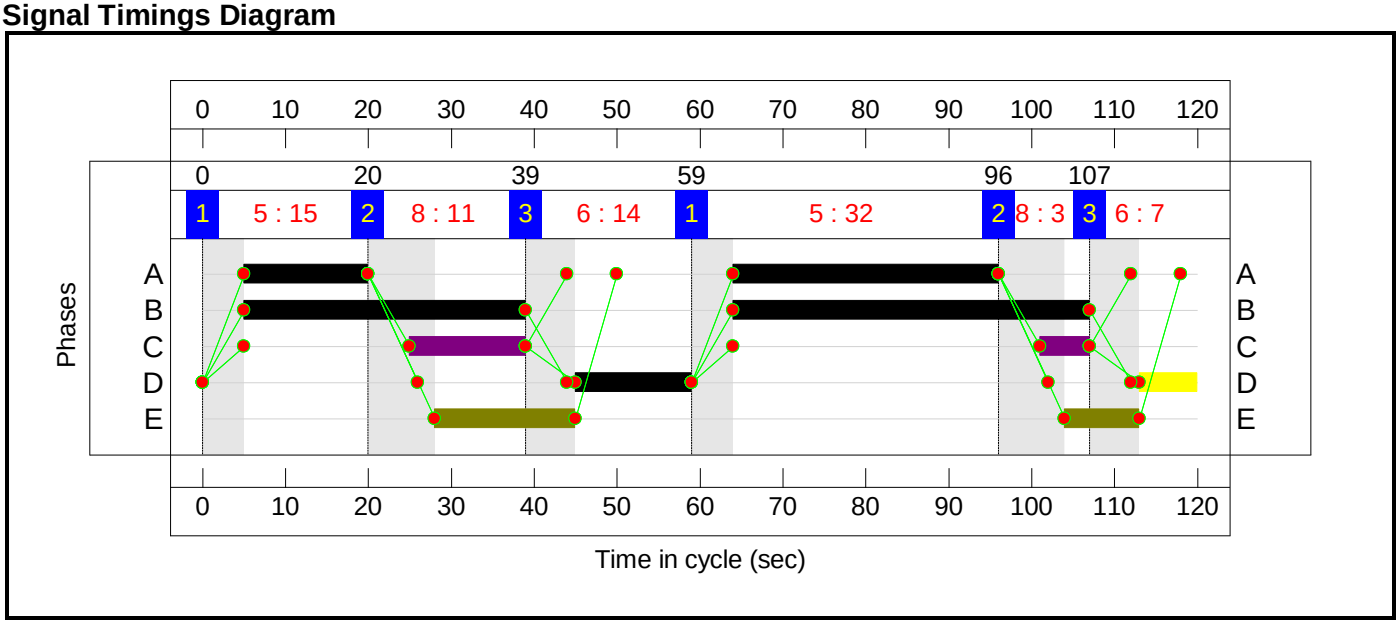
Stage Sequence Diagram



Stage Timings

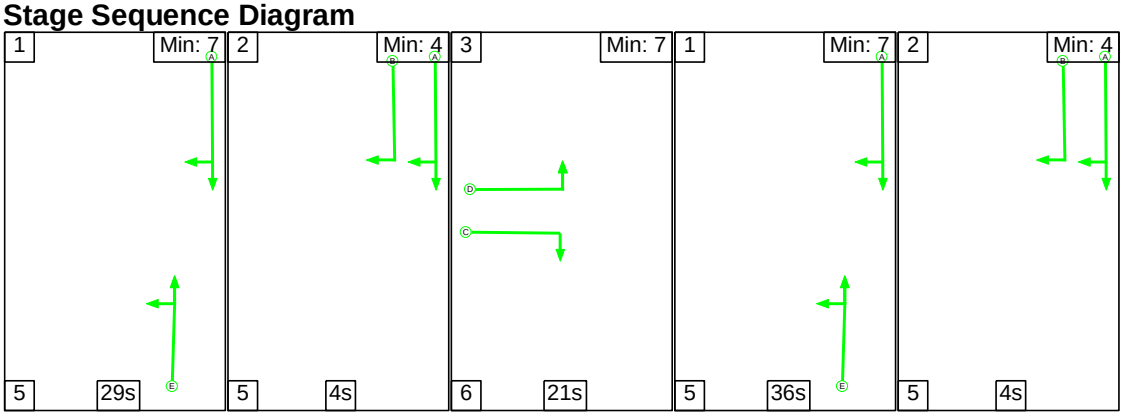
Stage	1	2	3	1	2	3
Duration	15	11	14	32	3	7
Change Point	0	20	39	59	96	107

Signal Timings Diagram



C2

Stage Sequence Diagram

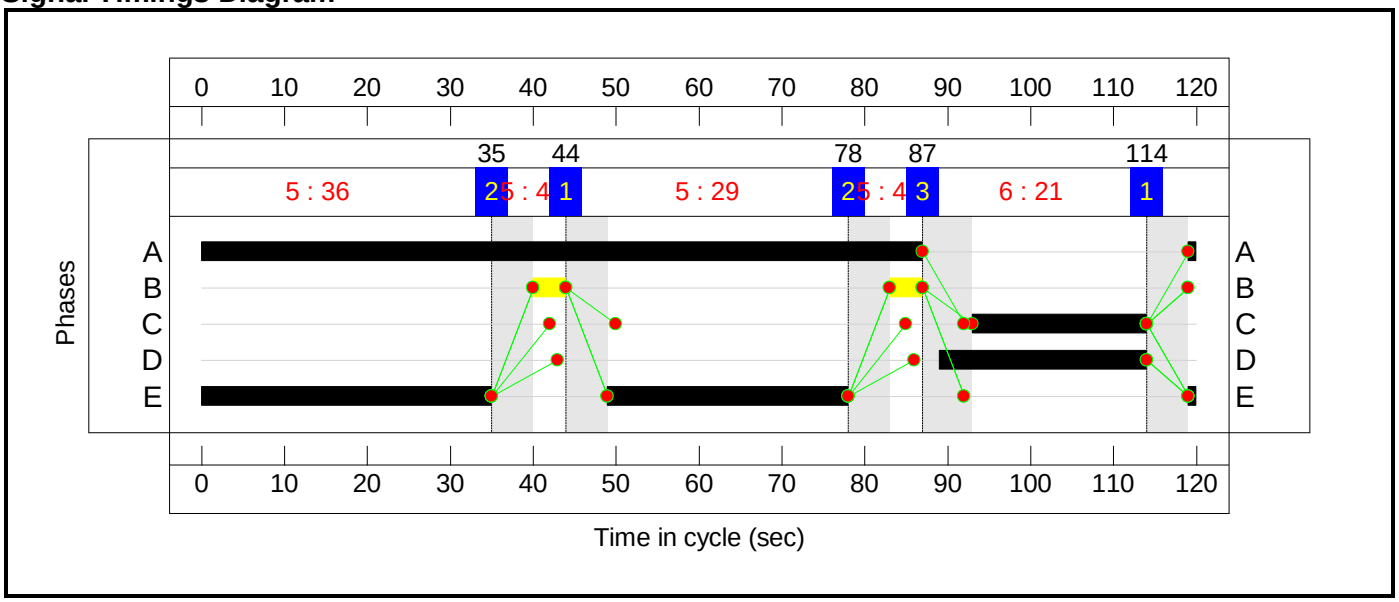


Full Input Data And Results

Stage Timings

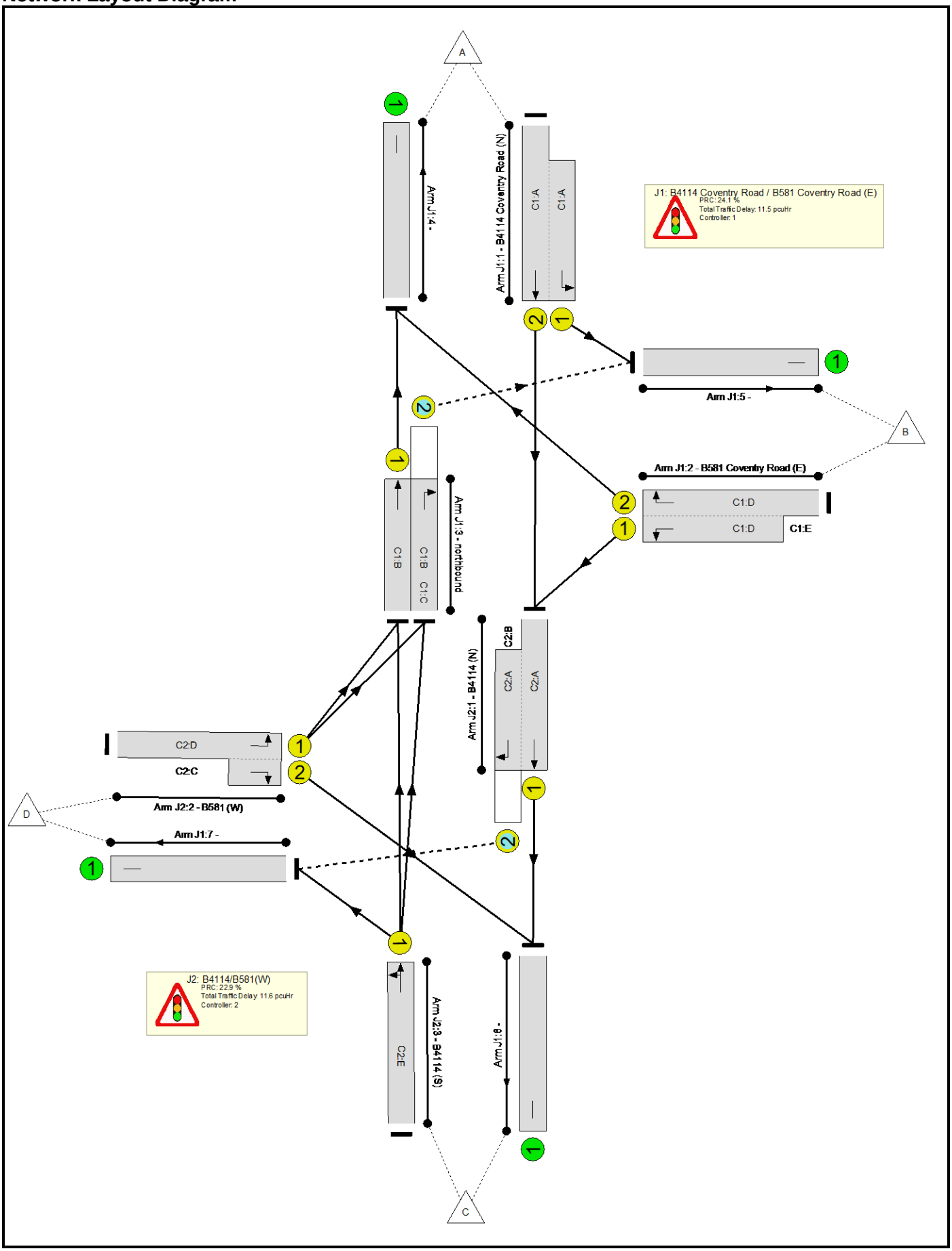
Stage	1	2	3	1	2
Duration	29	4	21	36	4
Change Point	44	78	87	114	35

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.2%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.5%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	47	-	825	2080:1791	619+674	63.8 : 63.8%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	21:47	26	711	1972:1752	378+715	72.5 : 61.1%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	77	-	542	1965	1294	41.9%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	77	20	422	1914	701	60.2%
4/1		U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	534	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.2%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	88	8	832	1965:1871	890+513	57.6 : 62.3%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	25:21	-	287	1828:1868	372+31	71.3 : 71.3%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	65	-	796	1947	1087	73.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**224**	**471**	**46**	**14.9**	**6.2**	**2.0**	**23.0**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**107**	**283**	**33**	**7.6**	**2.9**	**0.9**	**11.5**	**-**	**-**	**-**	**-**
1/2+1/1	825	825	-	-	-	3.2	0.9	-	4.1	17.8	6.7	0.9	7.6
2/2+2/1	711	711	-	-	-	3.7	0.9	-	4.6	23.2	7.0	0.9	8.0
3/1	542	542	-	-	-	0.4	0.4	-	0.7	4.9	3.7	0.4	4.0
3/2	422	422	107	283	33	0.4	0.8	0.9	2.1	17.5	2.4	0.8	3.1
4/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**118**	**189**	**14**	**7.2**	**3.3**	**1.1**	**11.6**	**-**	**-**	**-**	**-**
1/1+1/2	832	832	118	189	14	1.0	0.7	1.1	2.8	12.1	20.9	0.7	21.7
2/1+2/2	287	287	-	-	-	3.5	1.2	-	4.7	58.6	8.6	1.2	9.8
3/1	796	796	-	-	-	2.8	1.4	-	4.1	18.6	14.8	1.4	16.2

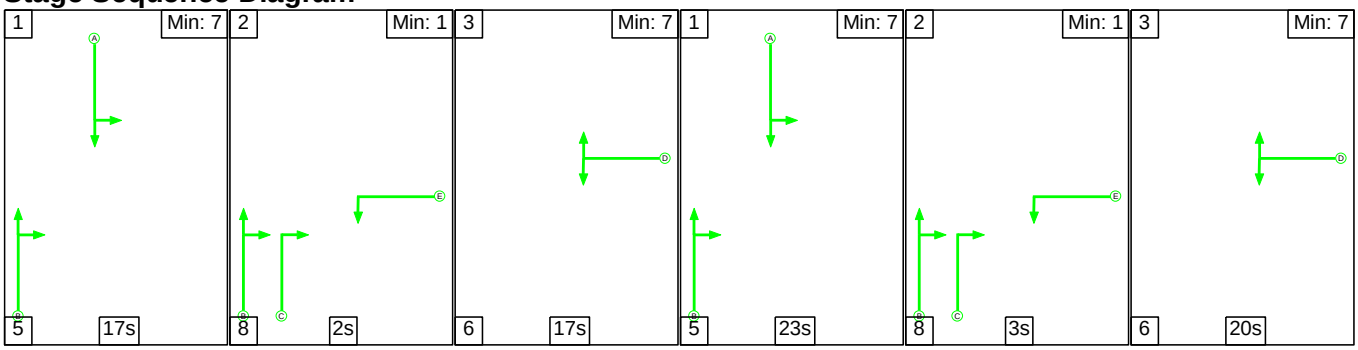
C1	PRC for Signalled Lanes (%):	24.1	Total Delay for Signalled Lanes (pcuHr):	11.46	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	22.9	Total Delay for Signalled Lanes (pcuHr):	11.58	Cycle Time (s): 120
	PRC Over All Lanes (%):	22.9	Total Delay Over All Lanes(pcuHr):	23.04	

Full Input Data And Results

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

C1

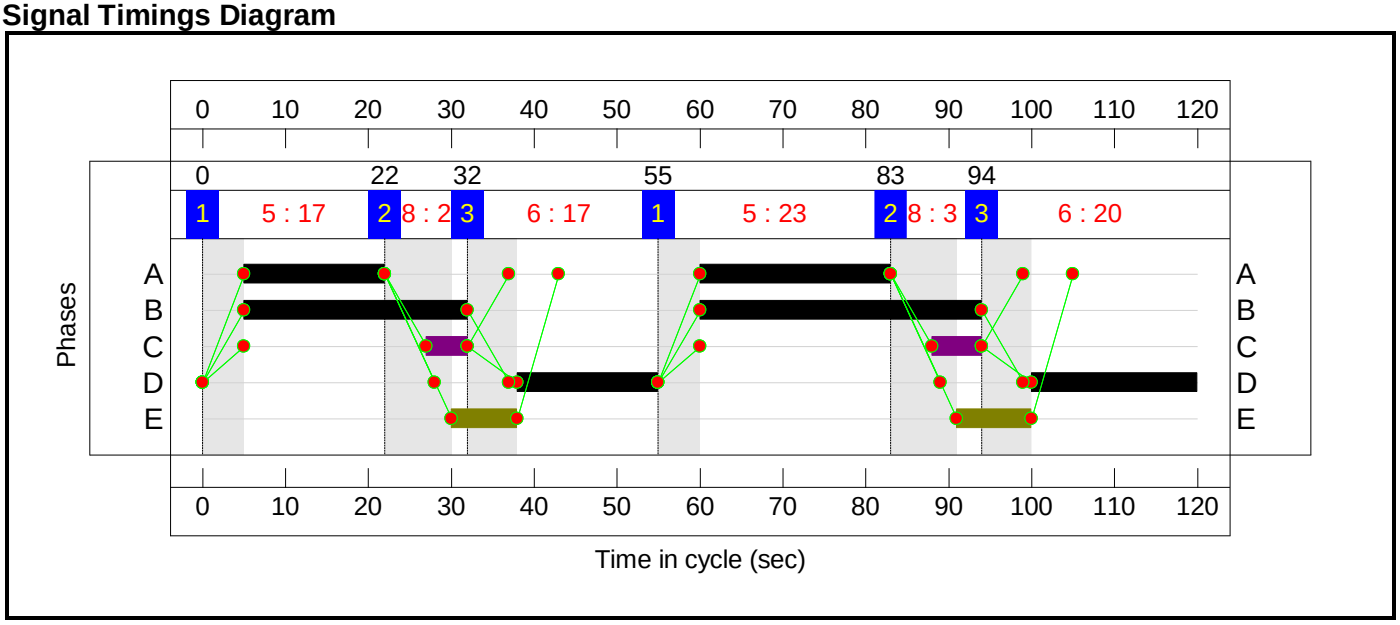
Stage Sequence Diagram



Stage Timings

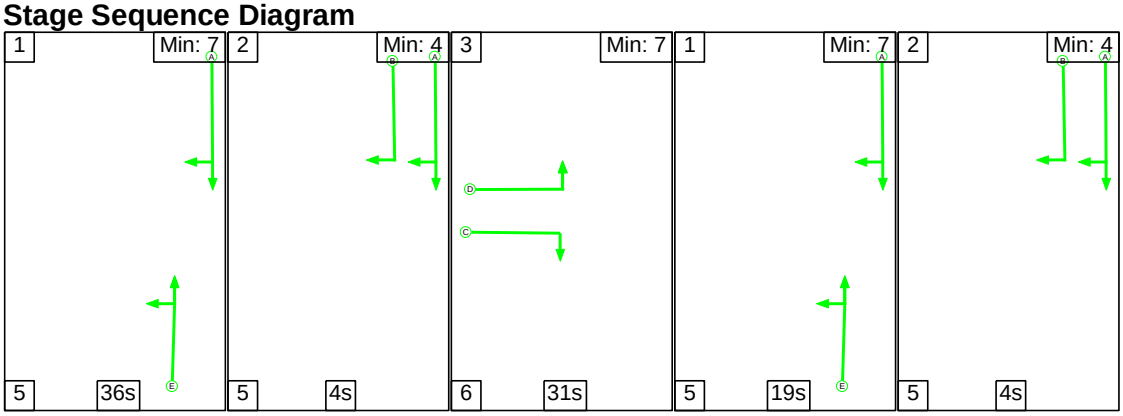
Stage	1	2	3	1	2	3
Duration	17	2	17	23	3	20
Change Point	0	22	32	55	83	94

Signal Timings Diagram



C2

Stage Sequence Diagram

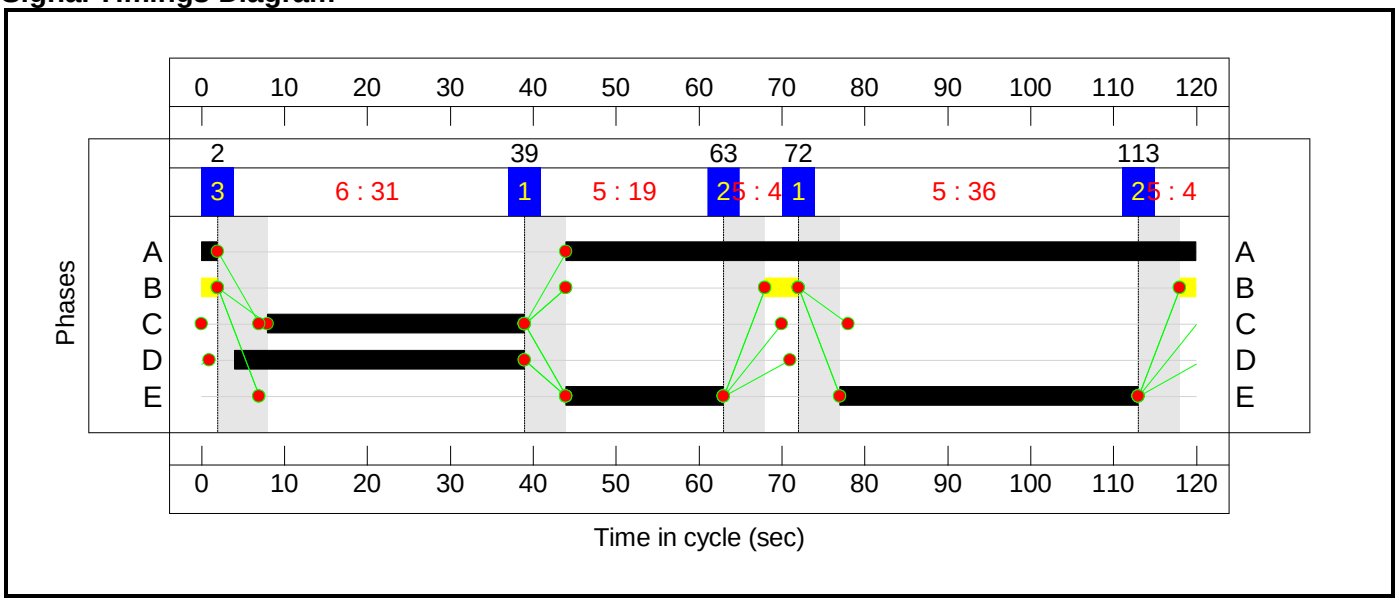


Full Input Data And Results

Stage Timings

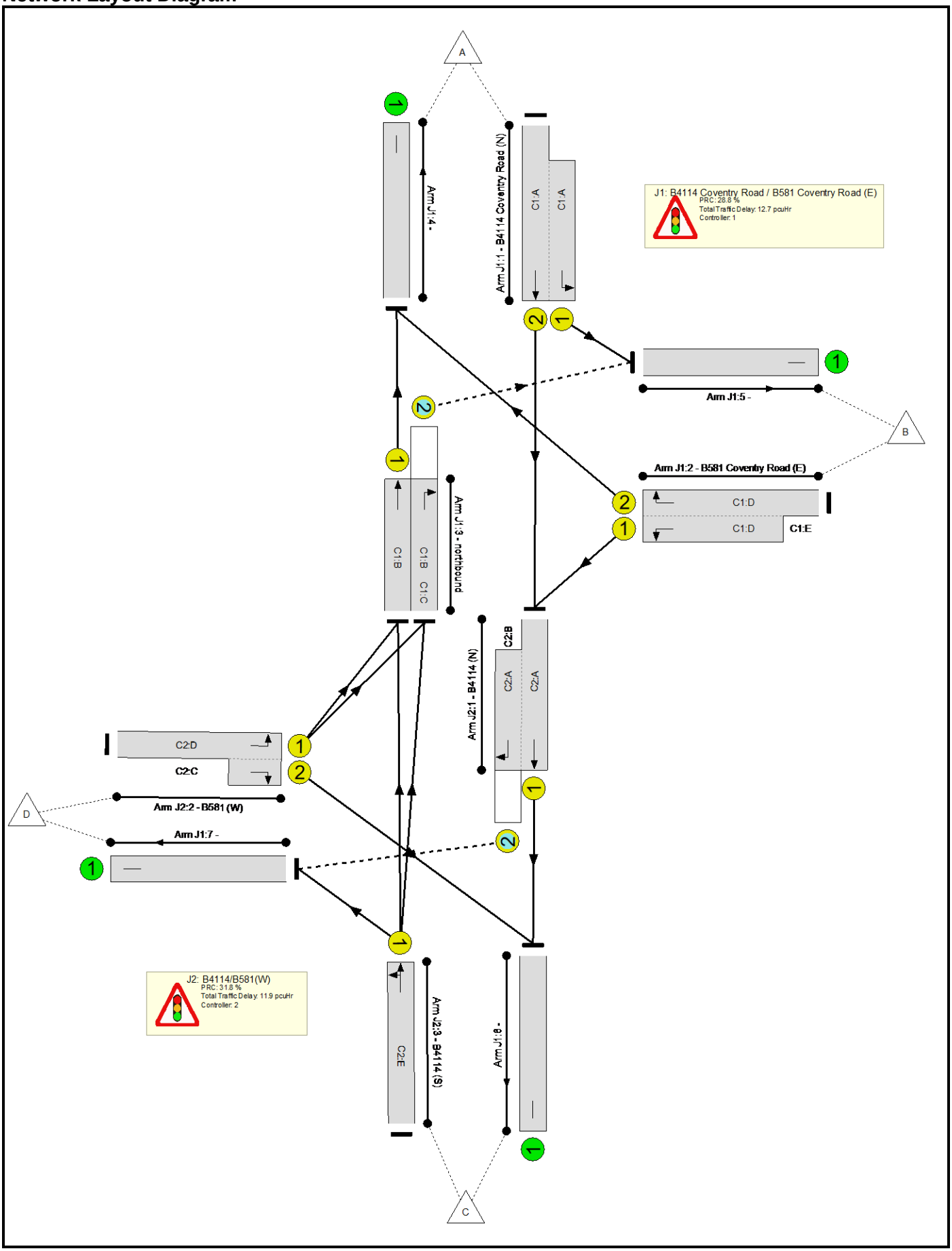
Stage	1	2	3	1	2
Duration	36	4	31	19	4
Change Point	72	113	2	39	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.9%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.9%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	40	-	711	2080:1791	702+451	61.7 : 61.7%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	37:54	17	886	1972:1752	641+627	69.9 : 69.9%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	61	-	495	1965	1032	48.0%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	61	11	390	1914	559	69.7%
4/1		U	N/A	N/A	-		-	-	-	943	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	775	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.3%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	78	8	871	1965:1871	1170+203	63.4 : 63.4%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	35:31	-	380	1828:1868	508+48	68.3 : 68.3%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	55	-	561	1959	931	60.3%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**153**	**297**	**69**	**17.2**	**6.2**	**1.2**	**24.6**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**108**	**215**	**67**	**8.3**	**3.6**	**0.9**	**12.7**	**-**	**-**	**-**	**-**
1/2+1/1	711	711	-	-	-	3.1	0.8	-	3.9	19.7	6.1	0.8	6.9
2/2+2/1	886	886	-	-	-	3.6	1.2	-	4.8	19.4	7.0	1.2	8.1
3/1	495	495	-	-	-	0.9	0.5	-	1.4	10.1	7.6	0.5	8.0
3/2	390	390	108	215	67	0.7	1.1	0.9	2.7	24.8	4.3	1.1	5.4
4/1	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	775	775	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**45**	**82**	**2**	**8.9**	**2.7**	**0.3**	**11.9**	**-**	**-**	**-**	**-**
1/1+1/2	871	871	45	82	2	2.5	0.9	0.3	3.7	15.4	20.7	0.9	21.5
2/1+2/2	380	380	-	-	-	3.9	1.1	-	4.9	46.9	10.8	1.1	11.9
3/1	561	561	-	-	-	2.4	0.8	-	3.2	20.5	10.9	0.8	11.7

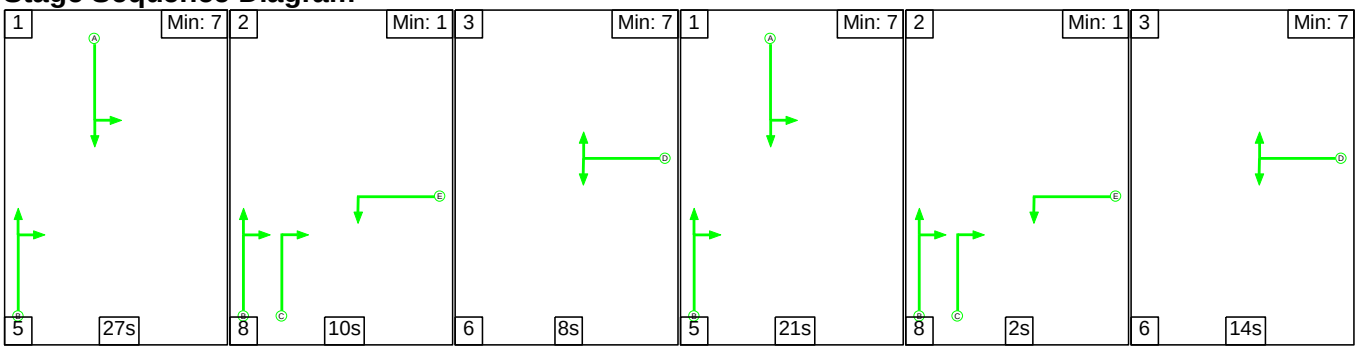
C1	PRC for Signalled Lanes (%):	28.8	Total Delay for Signalled Lanes (pcuHr):	12.74	Cycle Time (s):	120
C2	PRC for Signalled Lanes (%):	31.8	Total Delay for Signalled Lanes (pcuHr):	11.86	Cycle Time (s):	120
	PRC Over All Lanes (%):	28.8	Total Delay Over All Lanes(pcuHr):	24.60		

Full Input Data And Results

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

C1

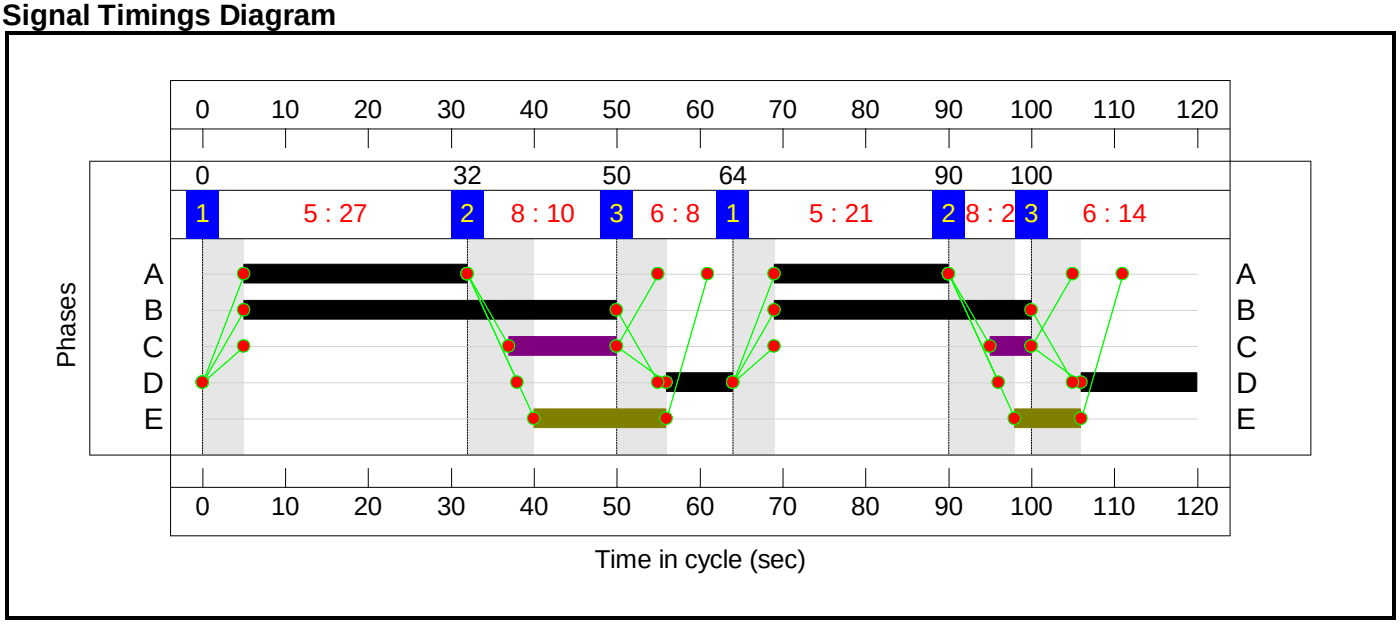
Stage Sequence Diagram



Stage Timings

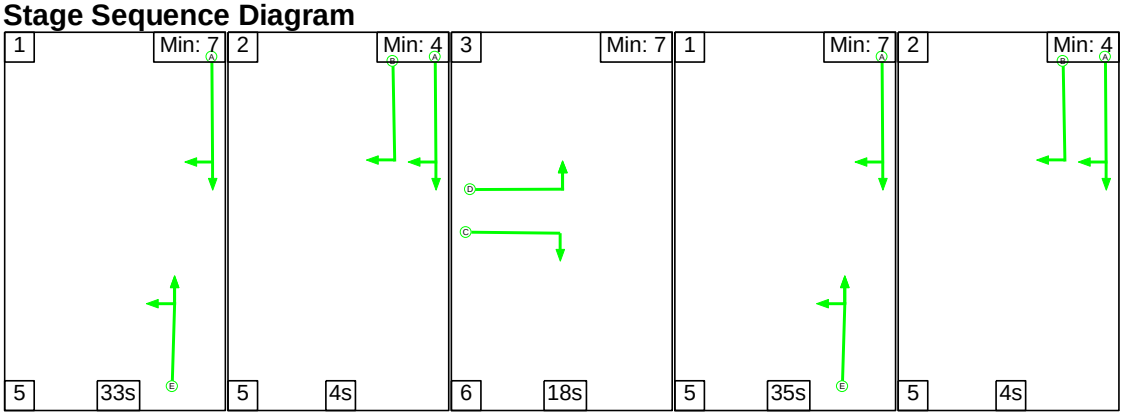
Stage	1	2	3	1	2	3
Duration	27	10	8	21	2	14
Change Point	0	32	50	64	90	100

Signal Timings Diagram



C2

Stage Sequence Diagram

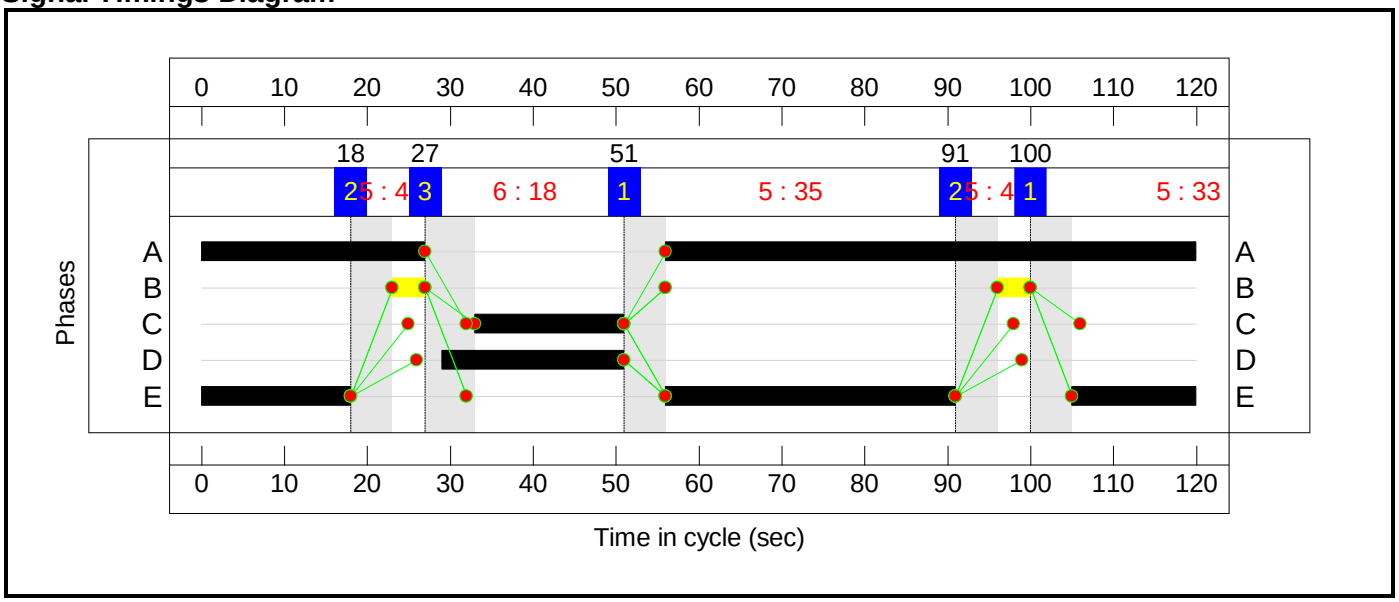


Full Input Data And Results

Stage Timings

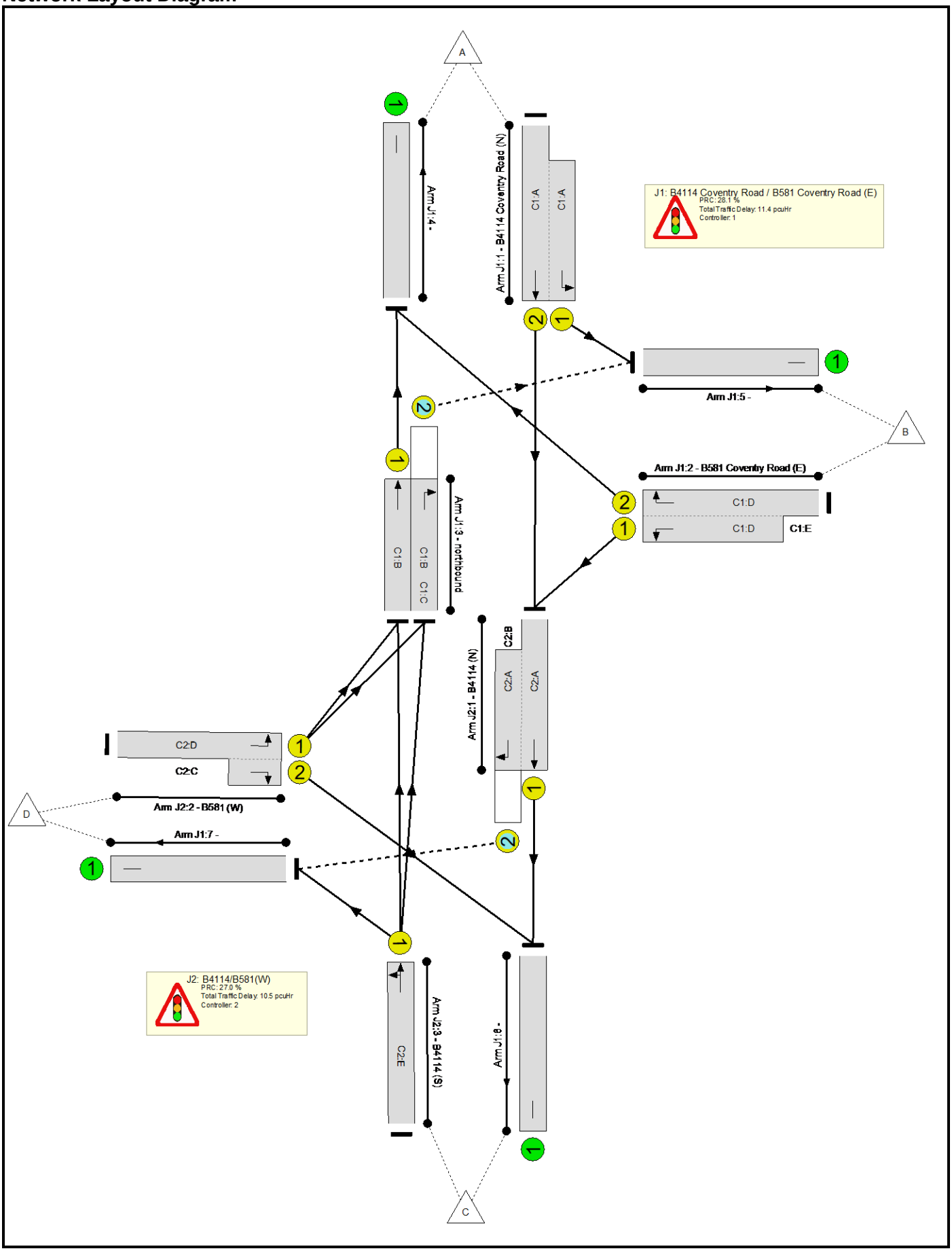
Stage	1	2	3	1	2
Duration	33	4	18	35	4
Change Point	100	18	27	51	91

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.9%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.2%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	48	-	822	2080:1791	621+723	61.2 : 61.2%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	22:46	24	727	1972:1752	394+701	70.2 : 64.2%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	76	-	518	1965	1277	40.6%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	76	18	419	1914	673	62.3%
4/1		U	N/A	N/A	-		-	-	-	795	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	861	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	425	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.9%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	91	8	830	1965:1871	826+532	61.1 : 61.1%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	22:18	-	251	1828:1868	330+27	70.4 : 70.4%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	68	-	805	1947	1136	70.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**260**	**442**	**42**	**13.9**	**6.1**	**2.0**	**21.9**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**110**	**278**	**31**	**7.5**	**2.9**	**1.0**	**11.4**	**-**	**-**	**-**	**-**
1/2+1/1	822	822	-	-	-	3.0	0.8	-	3.8	16.5	5.8	0.8	6.6
2/2+2/1	727	727	-	-	-	3.6	1.0	-	4.6	22.6	6.5	1.0	7.5
3/1	518	518	-	-	-	0.5	0.3	-	0.8	5.6	4.4	0.3	4.8
3/2	419	419	110	278	31	0.5	0.8	1.0	2.3	19.6	2.8	0.8	3.6
4/1	795	795	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**150**	**164**	**11**	**6.4**	**3.2**	**1.0**	**10.5**	**-**	**-**	**-**	**-**
1/1+1/2	830	830	150	164	11	0.8	0.8	1.0	2.5	11.0	19.6	0.8	20.4
2/1+2/2	251	251	-	-	-	3.2	1.2	-	4.3	61.8	7.5	1.2	8.7
3/1	805	805	-	-	-	2.4	1.2	-	3.7	16.3	14.1	1.2	15.3

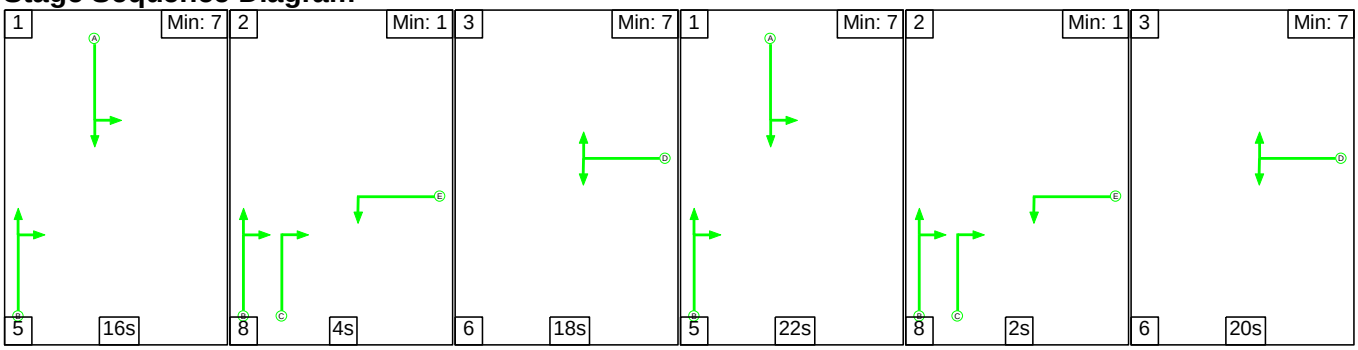
C1	PRC for Signalled Lanes (%):	28.1	Total Delay for Signalled Lanes (pcuHr):	11.43	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	27.0	Total Delay for Signalled Lanes (pcuHr):	10.49	Cycle Time (s): 120
	PRC Over All Lanes (%):	27.0	Total Delay Over All Lanes(pcuHr):	21.93	

Full Input Data And Results

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

C1

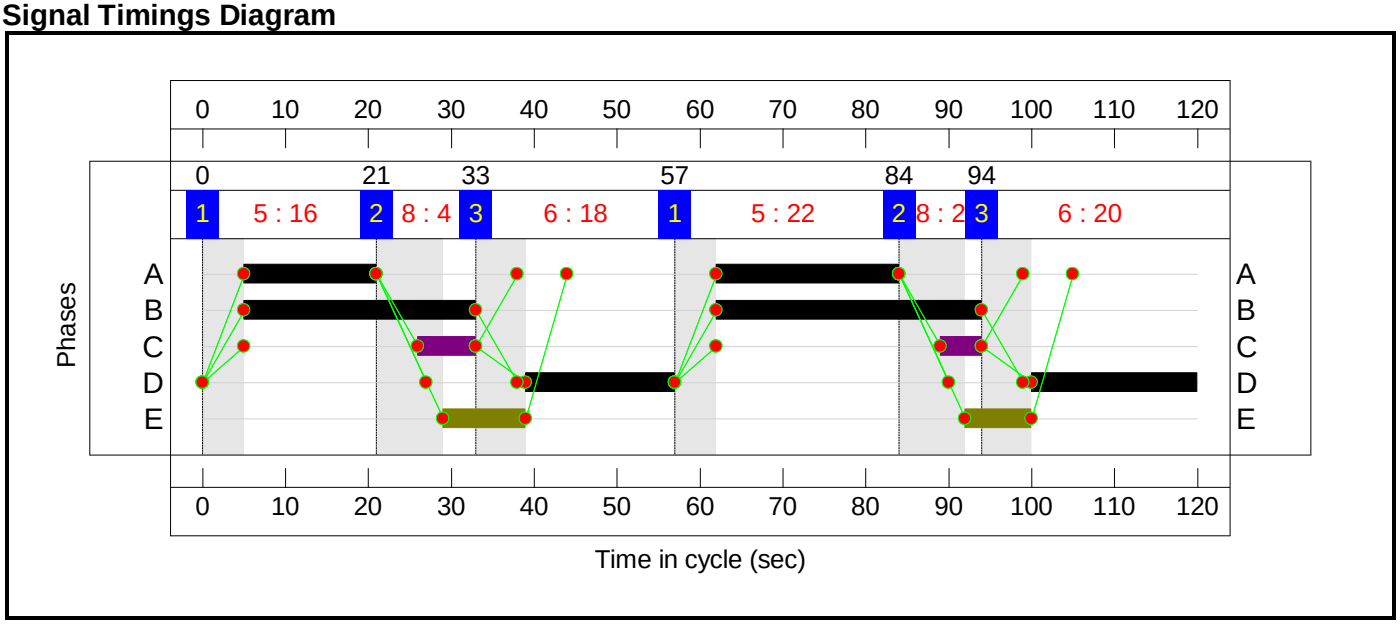
Stage Sequence Diagram



Stage Timings

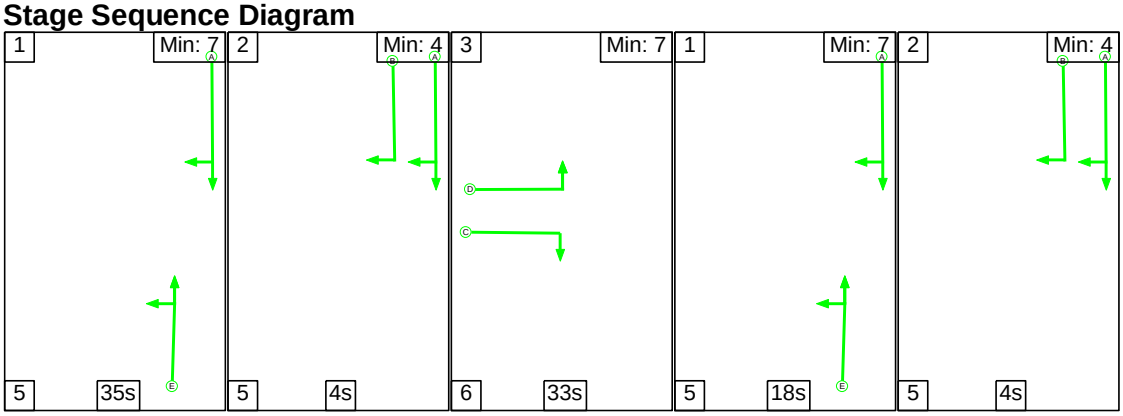
Stage	1	2	3	1	2	3
Duration	16	4	18	22	2	20
Change Point	0	21	33	57	84	94

Signal Timings Diagram



C2

Stage Sequence Diagram

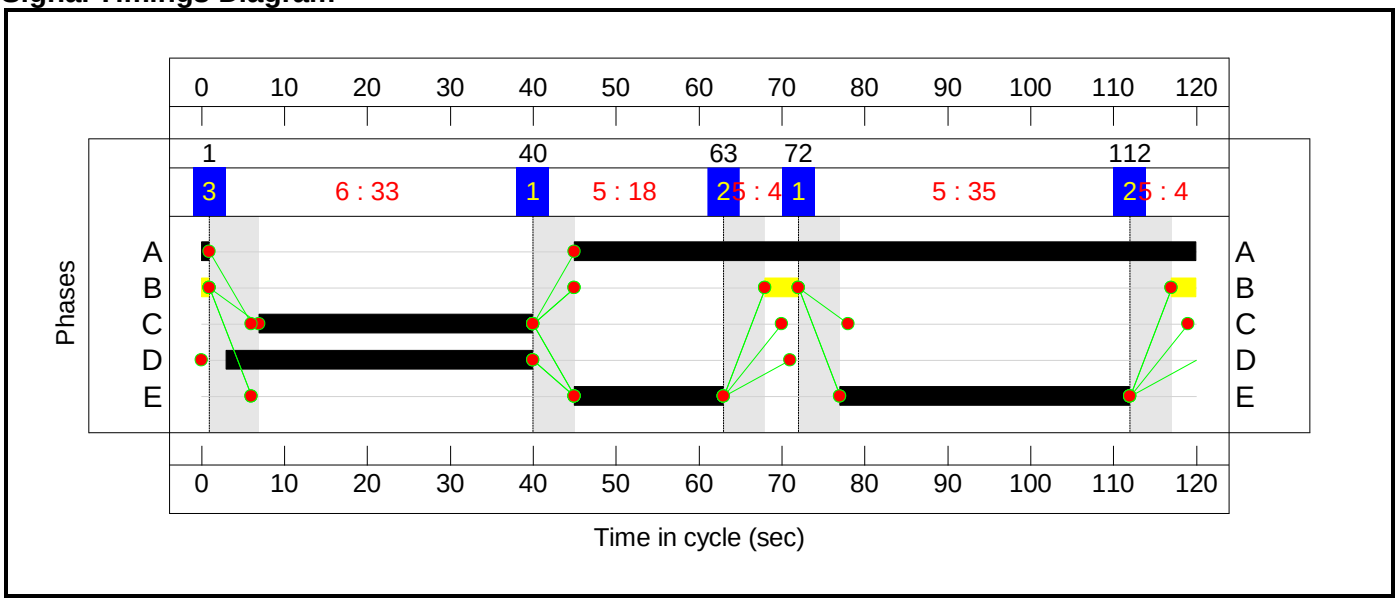


Full Input Data And Results

Stage Timings

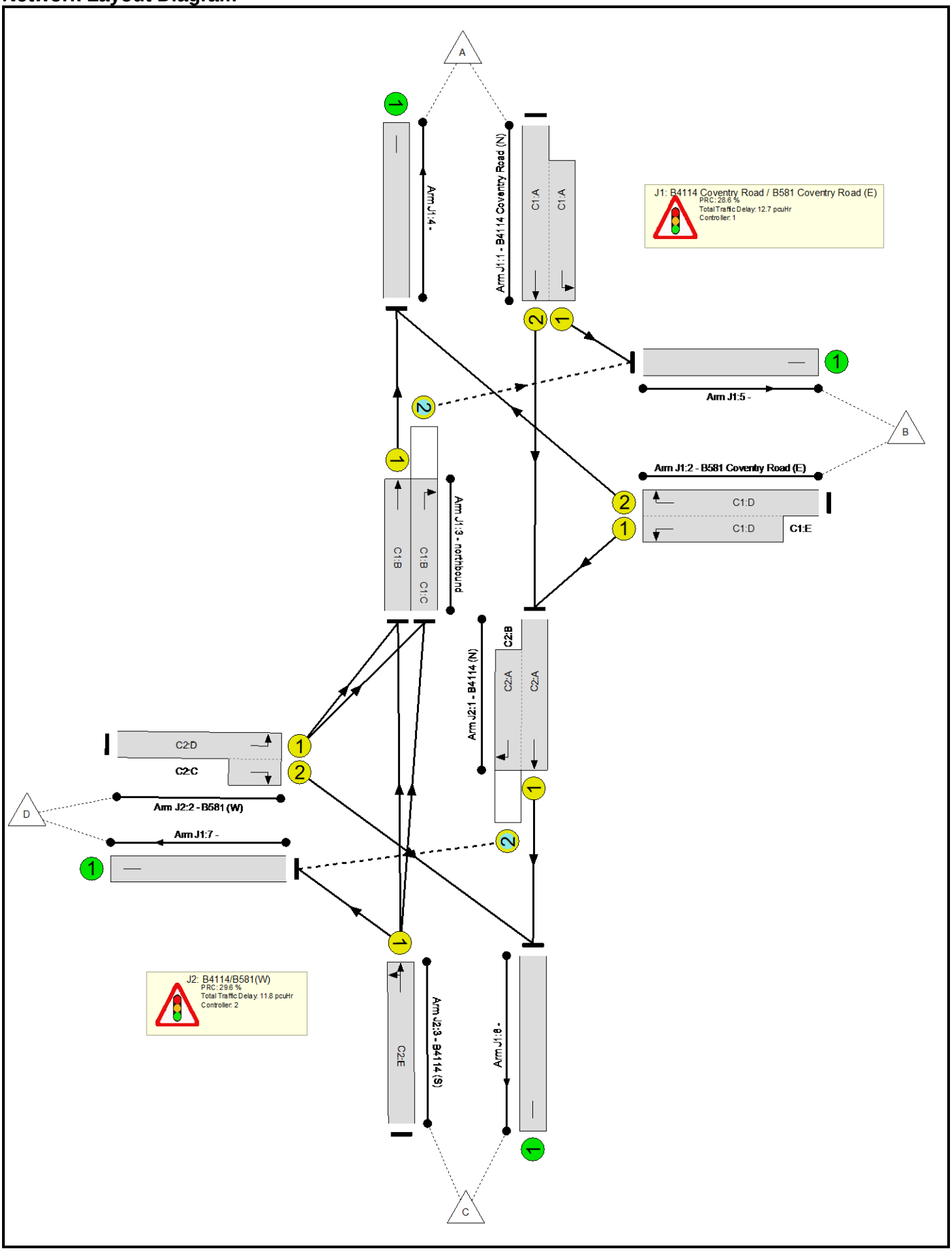
Stage	1	2	3	1	2
Duration	35	4	33	18	4
Change Point	72	112	1	40	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.0%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.0%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	38	-	719	2080:1791	673+502	61.2 : 61.2%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	38:56	18	866	1972:1752	657+580	70.0 : 70.0%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	60	-	477	1965	1015	47.0%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	60	12	396	1914	569	69.6%
4/1		U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	208	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.4%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	76	8	818	1965:1871	1081+307	59.0 : 59.0%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	37:33	-	407	1828:1868	539+48	69.4 : 69.4%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	53	-	526	1957	897	58.6%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**160**	**367**	**50**	**17.1**	**6.1**	**1.3**	**24.5**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**101**	**247**	**47**	**8.3**	**3.5**	**0.8**	**12.7**	**-**	**-**	**-**	**-**
1/2+1/1	719	719	-	-	-	3.3	0.8	-	4.1	20.3	5.6	0.8	6.4
2/2+2/1	866	866	-	-	-	3.4	1.2	-	4.6	19.0	6.9	1.2	8.1
3/1	477	477	-	-	-	0.9	0.4	-	1.4	10.3	7.2	0.4	7.6
3/2	396	396	101	247	47	0.7	1.1	0.8	2.7	24.2	4.2	1.1	5.3
4/1	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**59**	**120**	**3**	**8.8**	**2.5**	**0.4**	**11.8**	**-**	**-**	**-**	**-**
1/1+1/2	818	818	59	120	3	2.4	0.7	0.4	3.5	15.5	20.7	0.7	21.4
2/1+2/2	407	407	-	-	-	4.0	1.1	-	5.2	45.6	11.5	1.1	12.6
3/1	526	526	-	-	-	2.4	0.7	-	3.1	21.3	10.4	0.7	11.1

C1	PRC for Signalled Lanes (%):	28.6	Total Delay for Signalled Lanes (pcuHr):	12.67
C2	PRC for Signalled Lanes (%):	29.6	Total Delay for Signalled Lanes (pcuHr):	11.78
	PRC Over All Lanes (%):	28.6	Total Delay Over All Lanes(pcuHr):	24.45

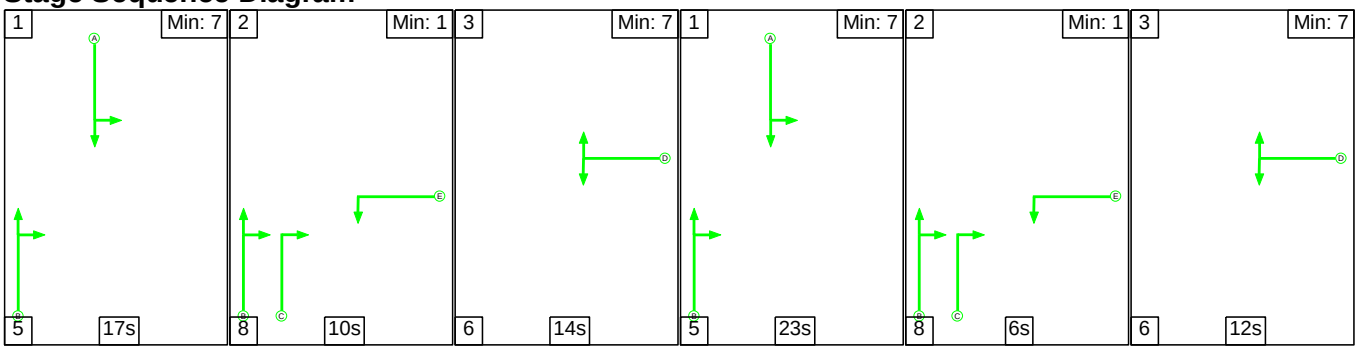
Cycle Time (s): 120
Cycle Time (s): 120

Full Input Data And Results

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

C1

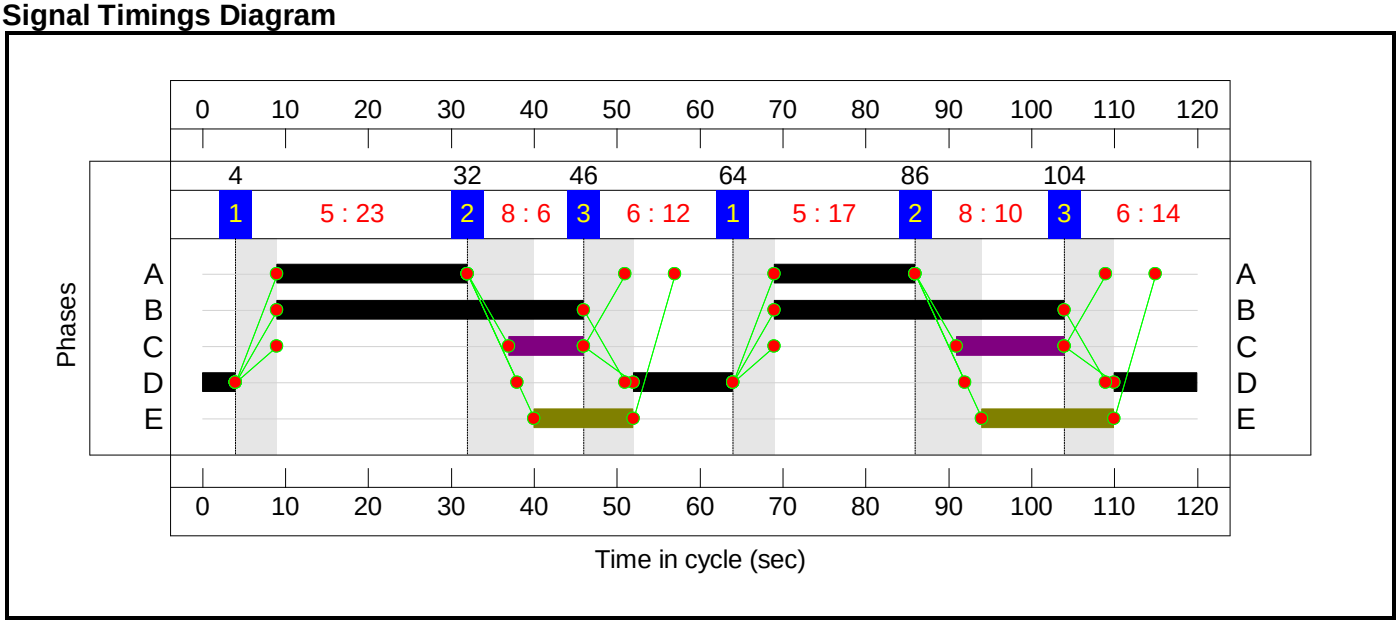
Stage Sequence Diagram



Stage Timings

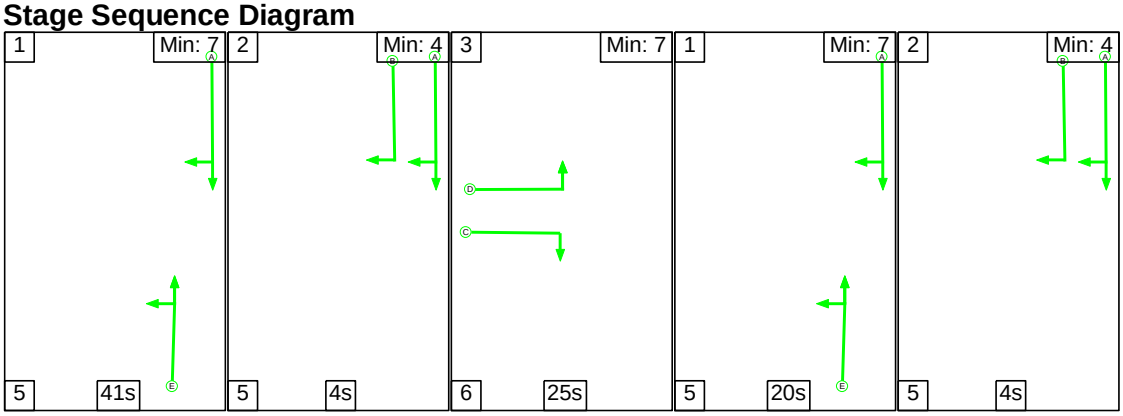
Stage	1	2	3	1	2	3
Duration	17	10	14	23	6	12
Change Point	64	86	104	4	32	46

Signal Timings Diagram



C2

Stage Sequence Diagram

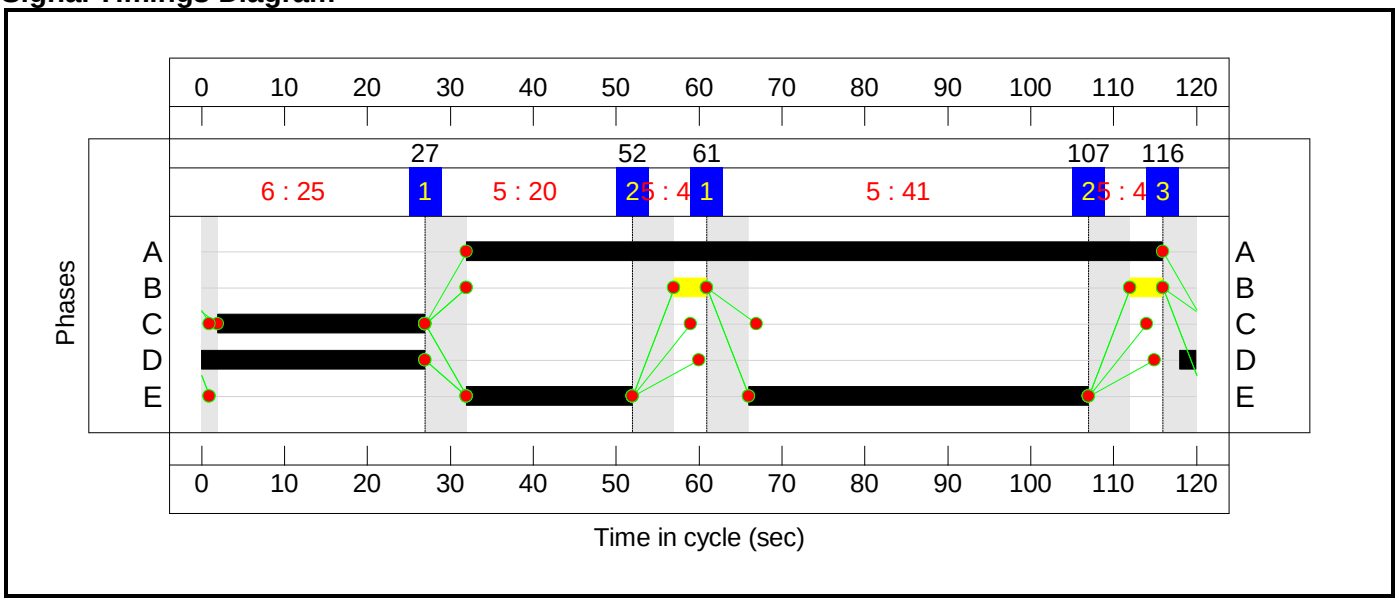


Full Input Data And Results

Stage Timings

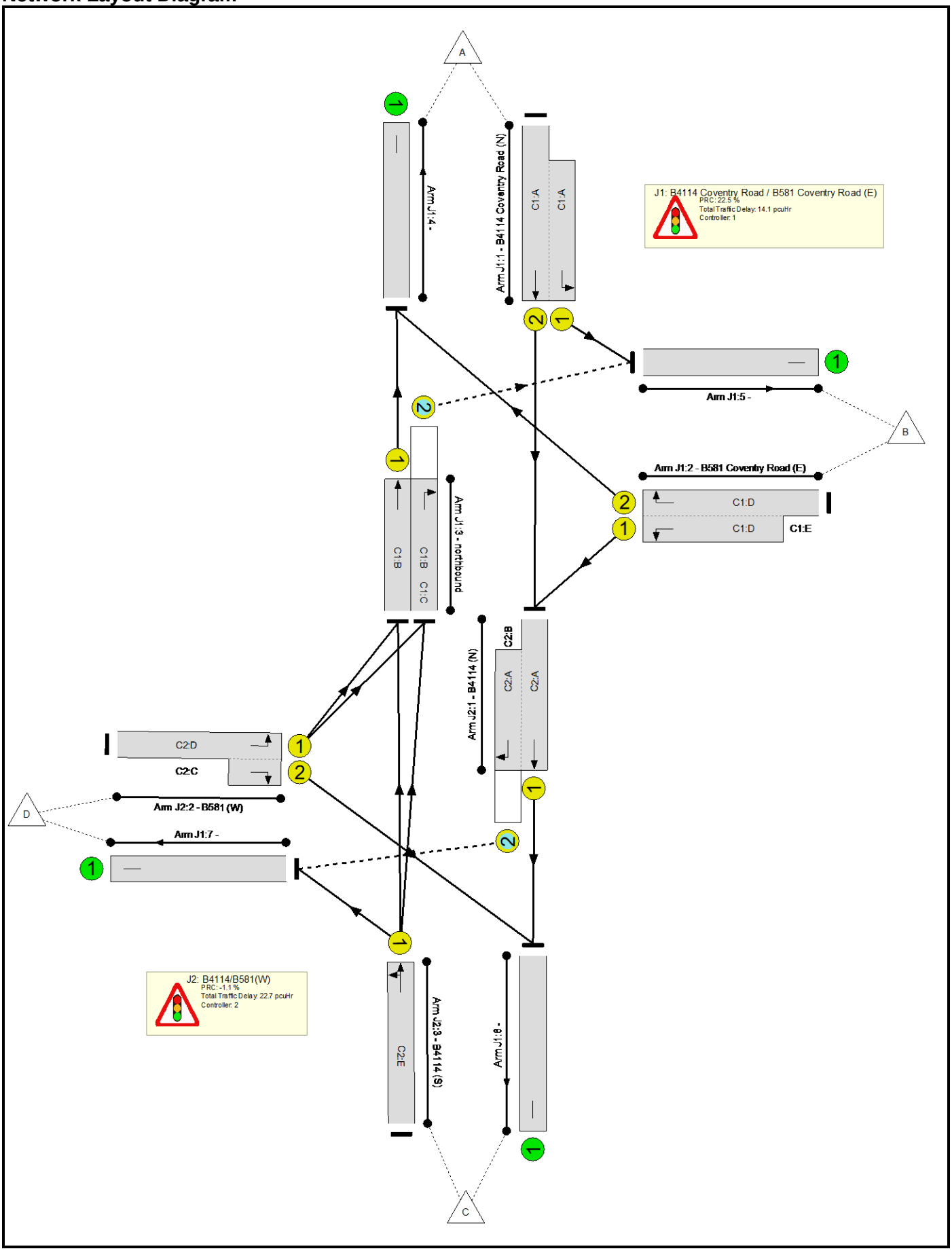
Stage	1	2	3	1	2
Duration	41	4	25	20	4
Change Point	61	107	116	27	52

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.0%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.5%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	40	-	801	2080:1791	555+627	67.8 : 67.8%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	26:54	28	729	1972:1752	460+532	73.5 : 73.5%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	72	-	756	1965	1212	62.4%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	72	22	462	1914	701	65.9%
4/1		U	N/A	N/A	-		-	-	-	1094	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	887	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.0%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	84	8	767	1965:1871	606+407	75.8 : 75.8%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	29:25	-	421	1828:1868	431+32	91.0 : 91.0%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	61	-	925	1949	1023	90.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**114**	**598**	**58**	**20.5**	**14.3**	**2.1**	**36.8**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**74**	**348**	**40**	**8.9**	**4.2**	**1.0**	**14.1**	**-**	**-**	**-**	**-**
1/2+1/1	801	801	-	-	-	3.6	1.0	-	4.6	20.9	6.5	1.0	7.5
2/2+2/1	729	729	-	-	-	3.2	1.4	-	4.6	22.6	5.3	1.4	6.6
3/1	756	756	-	-	-	1.1	0.8	-	2.0	9.3	7.8	0.8	8.6
3/2	462	462	74	348	40	1.0	1.0	1.0	2.9	23.0	8.1	1.0	9.1
4/1	1094	1094	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**39**	**250**	**18**	**11.6**	**10.1**	**1.1**	**22.7**	**-**	**-**	**-**	**-**
1/1+1/2	767	767	39	250	18	1.1	1.5	1.1	3.7	17.3	19.6	1.5	21.1
2/1+2/2	421	421	-	-	-	5.1	4.2	-	9.3	79.4	13.3	4.2	17.5
3/1	925	925	-	-	-	5.4	4.3	-	9.7	37.8	16.7	4.3	21.0

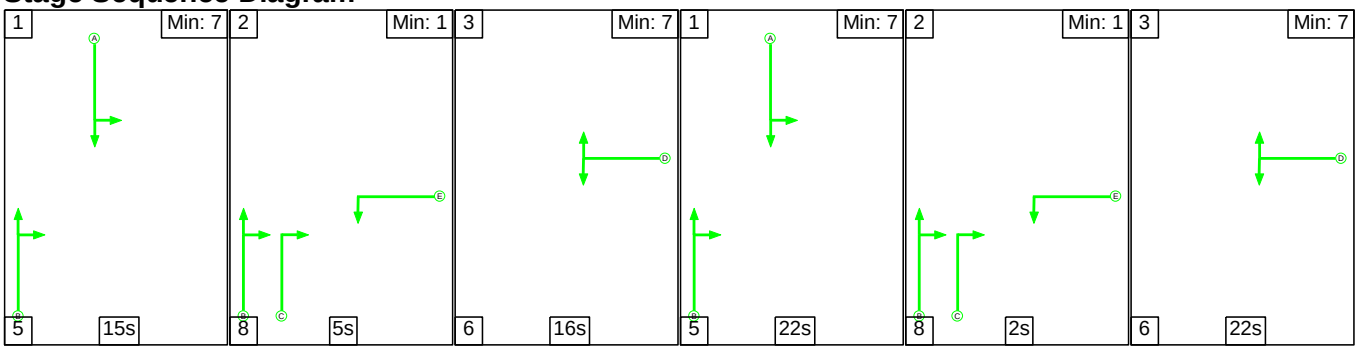
C1	PRC for Signalled Lanes (%):	22.5	Total Delay for Signalled Lanes (pcuHr):	14.12	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	-1.1	Total Delay for Signalled Lanes (pcuHr):	22.69	Cycle Time (s): 120
	PRC Over All Lanes (%):	-1.1	Total Delay Over All Lanes(pcuHr):	36.81	

Full Input Data And Results

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

C1

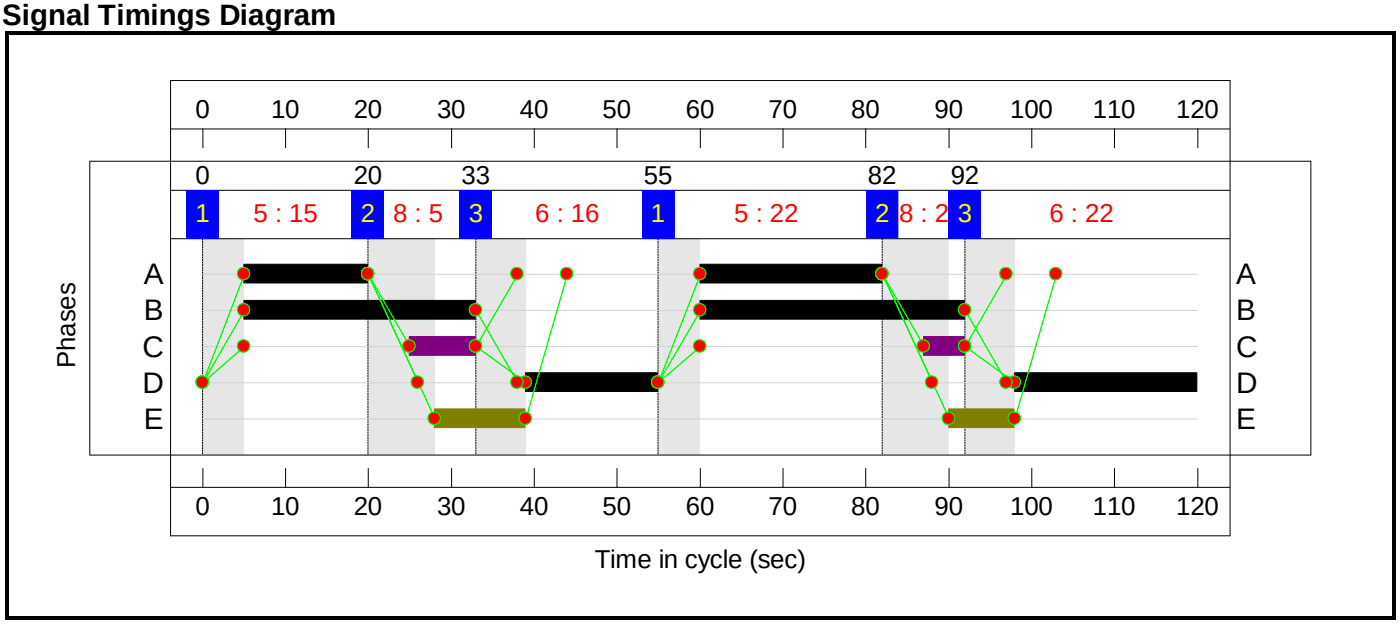
Stage Sequence Diagram



Stage Timings

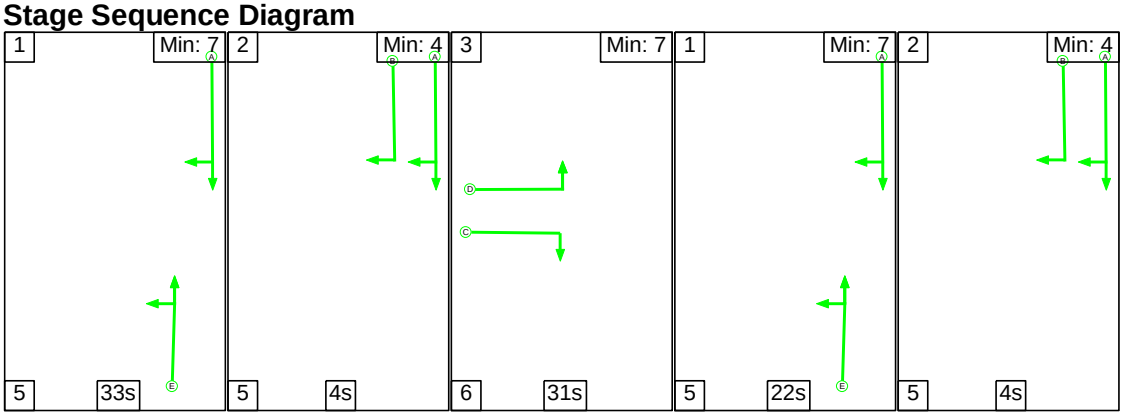
Stage	1	2	3	1	2	3
Duration	15	5	16	22	2	22
Change Point	0	20	33	55	82	92

Signal Timings Diagram



C2

Stage Sequence Diagram

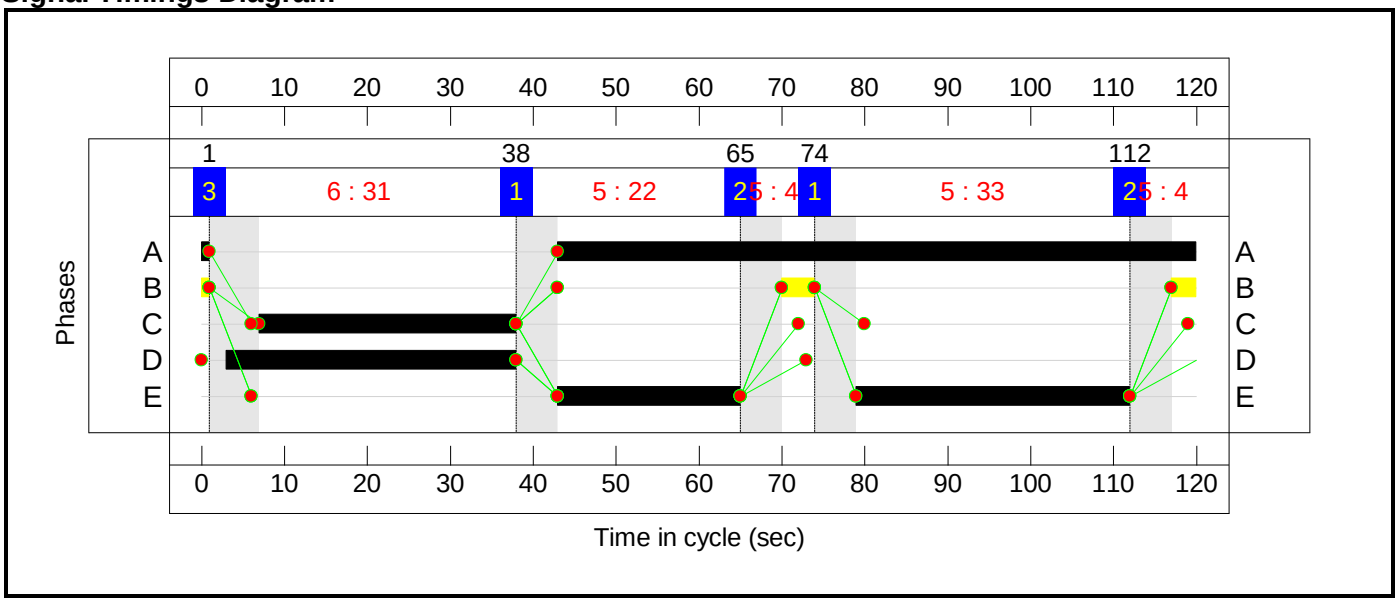


Full Input Data And Results

Stage Timings

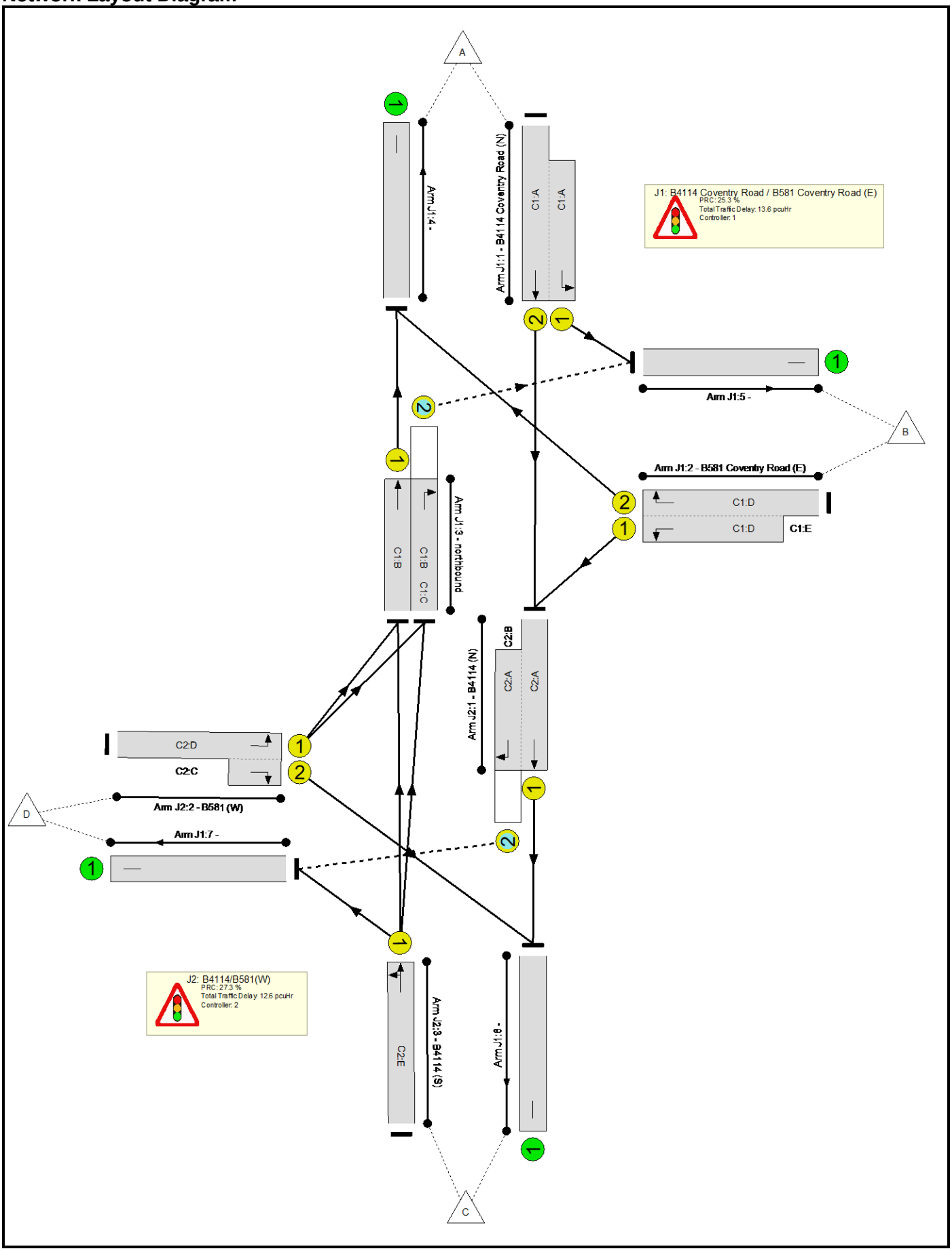
Stage	1	2	3	1	2
Duration	33	4	31	22	4
Change Point	74	112	1	38	65

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.8%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.8%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	37	-	719	2080:1791	657+444	65.3 : 65.3%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	38:57	19	875	1972:1752	657+561	71.8 : 71.8%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	60	-	555	1965	1015	54.7%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	60	13	406	1914	572	70.9%
4/1		U	N/A	N/A	-		-	-	-	1027	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.7%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	78	8	832	1965:1871	1200+155	61.4 : 61.4%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	35:31	-	393	1828:1868	509+47	70.7 : 70.7%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	55	-	621	1960	931	66.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**122**	**329**	**50**	**18.1**	**7.0**	**1.1**	**26.2**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**89**	**268**	**49**	**8.8**	**4.0**	**0.9**	**13.6**	**-**	**-**	**-**	**-**
1/2+1/1	719	719	-	-	-	3.4	0.9	-	4.3	21.6	6.2	0.9	7.1
2/2+2/1	875	875	-	-	-	3.4	1.3	-	4.7	19.4	7.2	1.3	8.5
3/1	555	555	-	-	-	1.2	0.6	-	1.8	11.7	8.8	0.6	9.4
3/2	406	406	89	268	49	0.7	1.2	0.9	2.8	24.9	4.5	1.2	5.7
4/1	1027	1027	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**33**	**61**	**2**	**9.4**	**3.0**	**0.3**	**12.6**	**-**	**-**	**-**	**-**
1/1+1/2	832	832	33	61	2	2.5	0.8	0.3	3.6	15.4	20.8	0.8	21.6
2/1+2/2	393	393	-	-	-	4.1	1.2	-	5.2	48.0	11.3	1.2	12.5
3/1	621	621	-	-	-	2.8	1.0	-	3.8	22.1	12.6	1.0	13.6

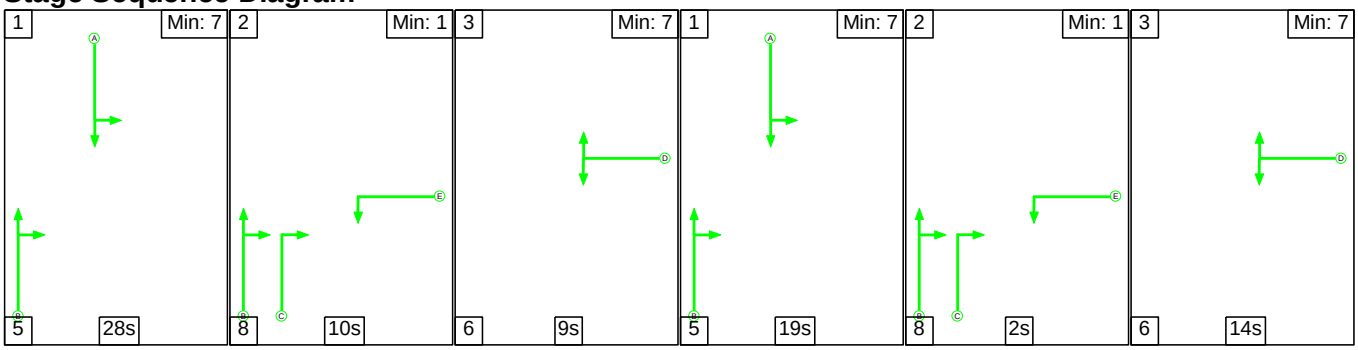
C1	PRC for Signalled Lanes (%):	25.3	Total Delay for Signalled Lanes (pcuHr):	13.62	Cycle Time (s):	120
C2	PRC for Signalled Lanes (%):	27.3	Total Delay for Signalled Lanes (pcuHr):	12.61	Cycle Time (s):	120
	PRC Over All Lanes (%):	25.3	Total Delay Over All Lanes(pcuHr):	26.23		

Full Input Data And Results

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

C1

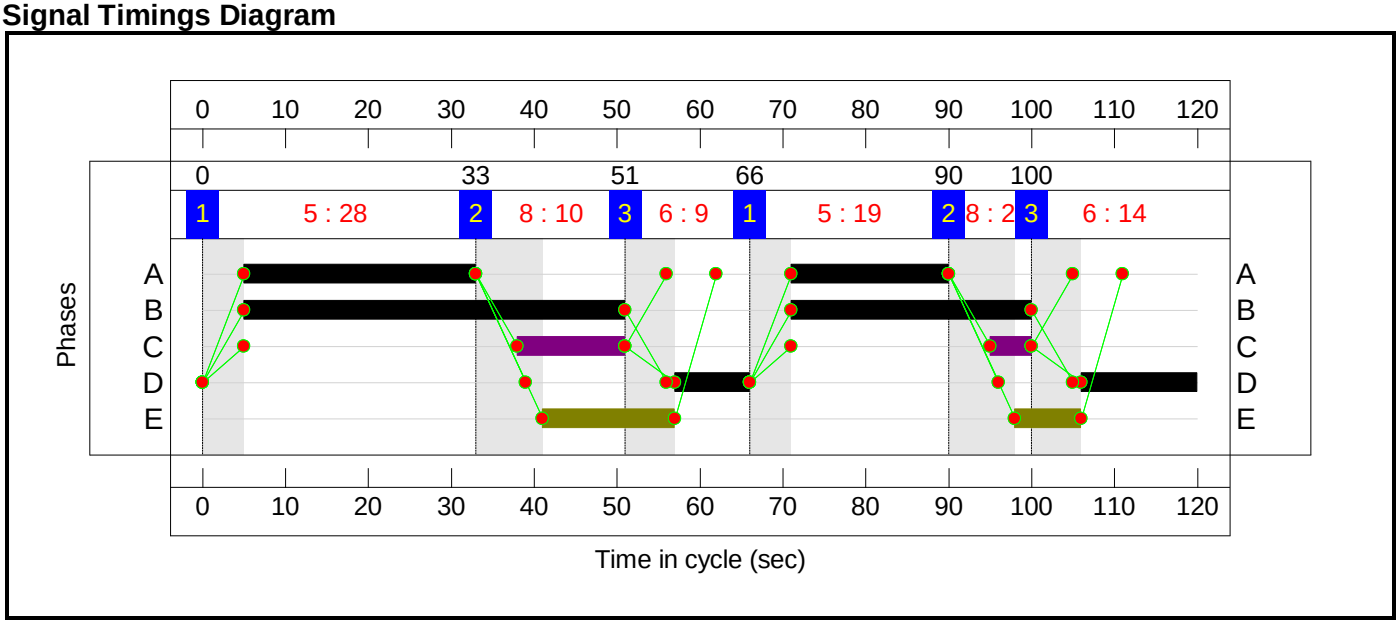
Stage Sequence Diagram



Stage Timings

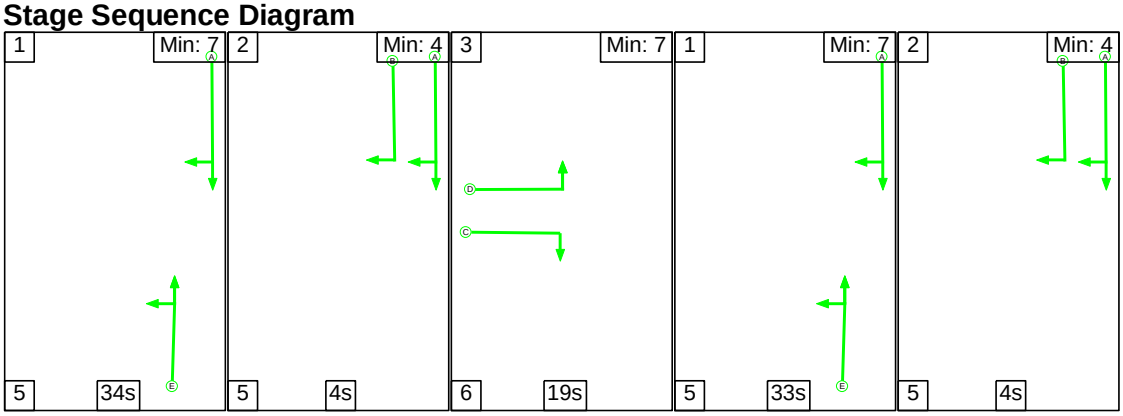
Stage	1	2	3	1	2	3
Duration	28	10	9	19	2	14
Change Point	0	33	51	66	90	100

Signal Timings Diagram



C2

Stage Sequence Diagram

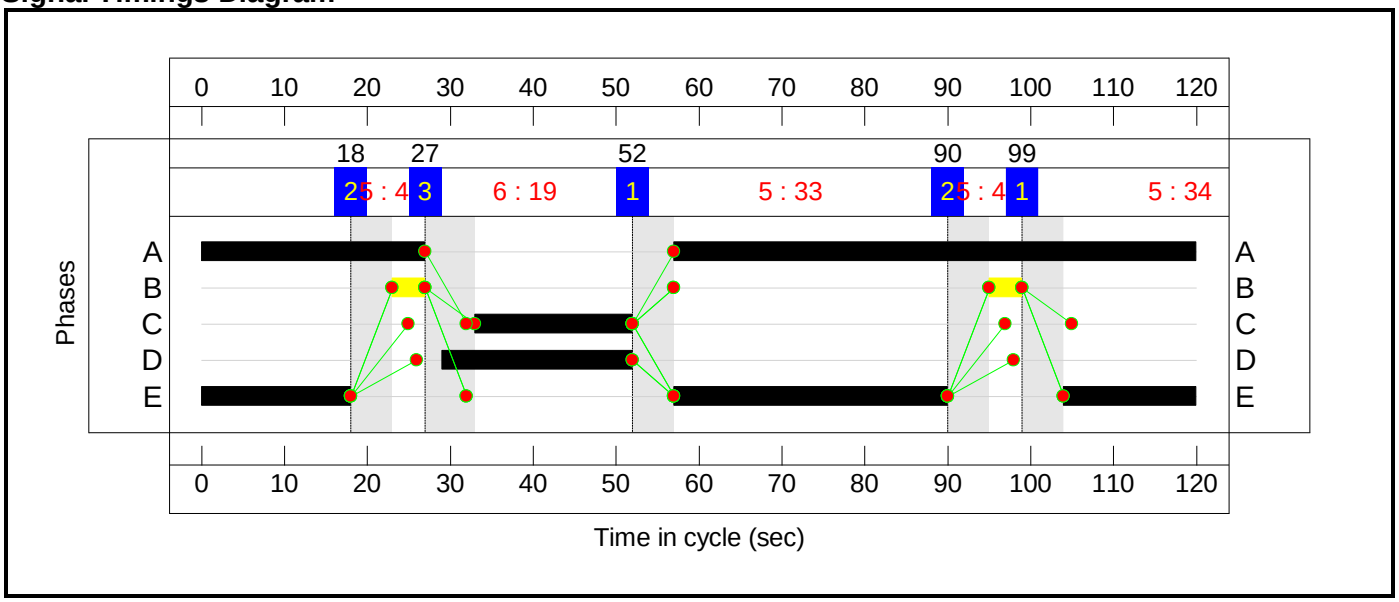


Full Input Data And Results

Stage Timings

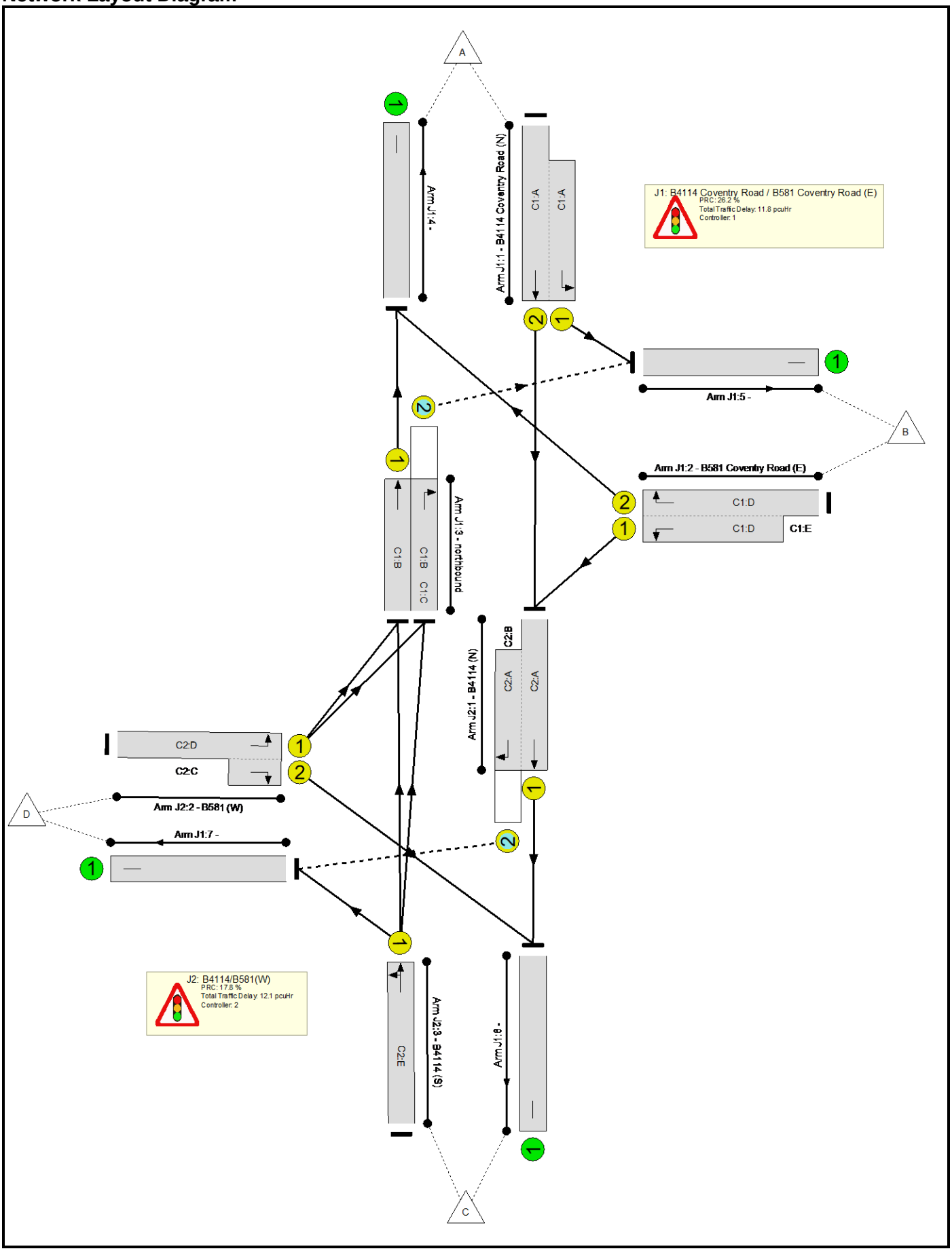
Stage	1	2	3	1	2
Duration	34	4	19	33	4
Change Point	99	18	27	52	90

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.3%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	47	-	817	2080:1791	627+701	61.5 : 61.5%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	23:47	24	737	1972:1752	411+715	71.3 : 62.1%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	75	-	585	1965	1261	46.4%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	75	18	427	1914	671	63.6%
4/1		U	N/A	N/A	-		-	-	-	878	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	858	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	534	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	90	8	830	1965:1871	787+491	65.0 : 65.0%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	23:19	-	279	1828:1868	342+31	74.8 : 74.8%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	67	-	856	1948	1120	76.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**224**	**469**	**53**	**15.0**	**7.0**	**2.0**	**23.9**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**109**	**277**	**41**	**7.8**	**3.0**	**1.0**	**11.8**	**-**	**-**	**-**	**-**
1/2+1/1	817	817	-	-	-	3.0	0.8	-	3.8	16.9	5.7	0.8	6.5
2/2+2/1	737	737	-	-	-	3.6	0.9	-	4.6	22.3	6.5	0.9	7.5
3/1	585	585	-	-	-	0.6	0.4	-	1.1	6.5	5.6	0.4	6.1
3/2	427	427	109	277	41	0.5	0.9	1.0	2.3	19.7	3.0	0.9	3.9
4/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**116**	**192**	**11**	**7.2**	**4.0**	**1.0**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	830	830	116	192	11	0.8	0.9	1.0	2.8	12.0	19.9	0.9	20.9
2/1+2/2	279	279	-	-	-	3.5	1.4	-	4.9	63.6	8.4	1.4	9.9
3/1	856	856	-	-	-	2.9	1.6	-	4.5	18.7	15.9	1.6	17.5

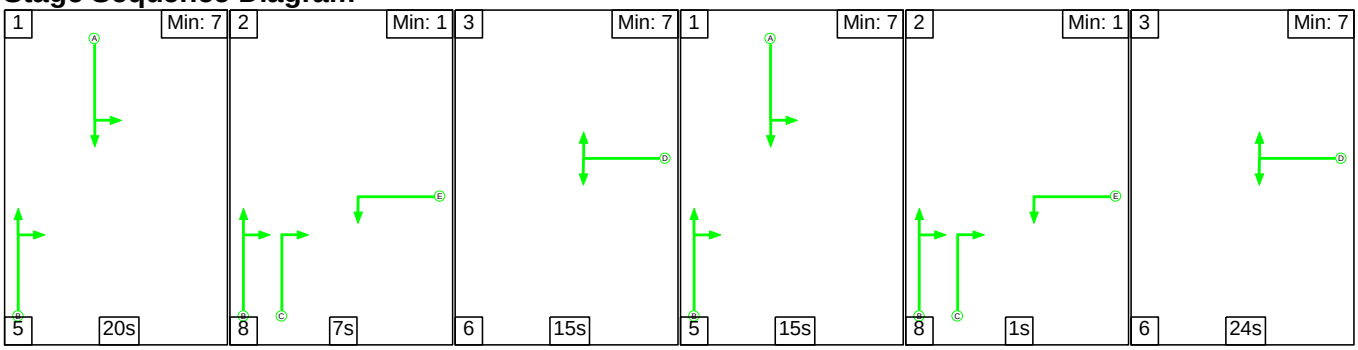
C1	PRC for Signalled Lanes (%):	26.2	Total Delay for Signalled Lanes (pcuHr):	11.81	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	17.8	Total Delay for Signalled Lanes (pcuHr):	12.14	Cycle Time (s): 120
	PRC Over All Lanes (%):	17.8	Total Delay Over All Lanes(pcuHr):	23.95	

Full Input Data And Results

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

C1

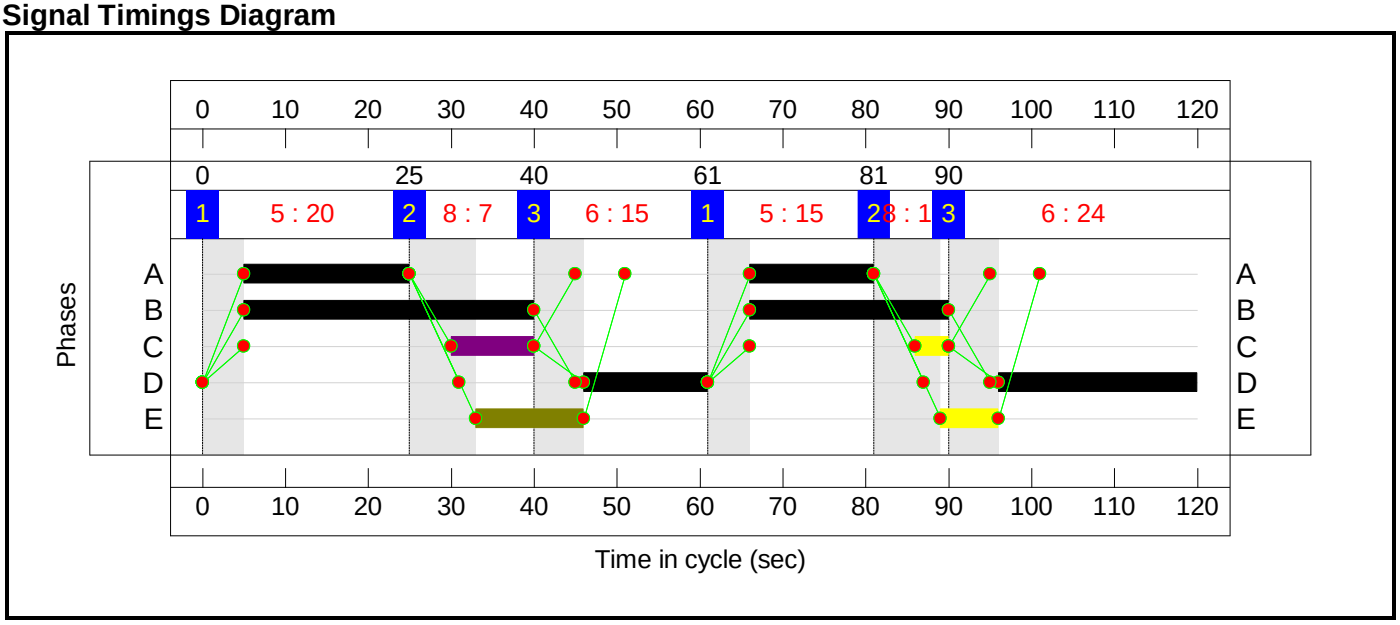
Stage Sequence Diagram



Stage Timings

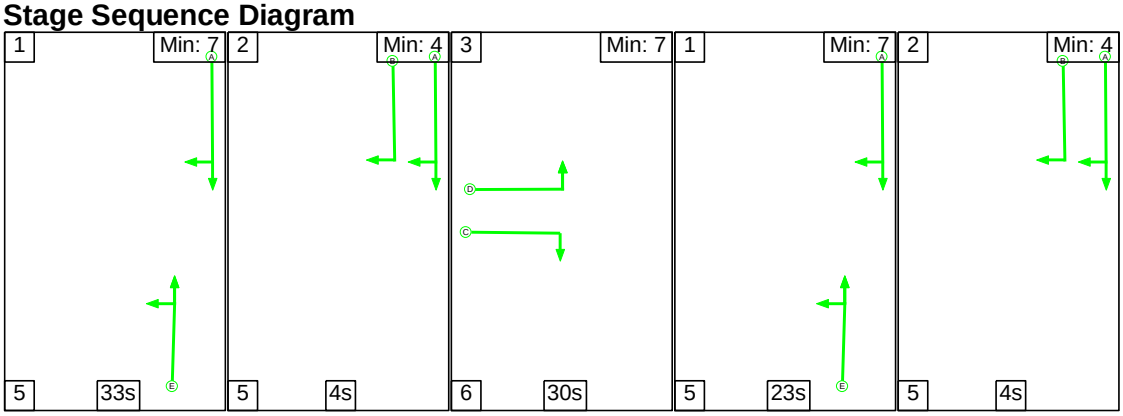
Stage	1	2	3	1	2	3
Duration	20	7	15	15	1	24
Change Point	0	25	40	61	81	90

Signal Timings Diagram



C2

Stage Sequence Diagram

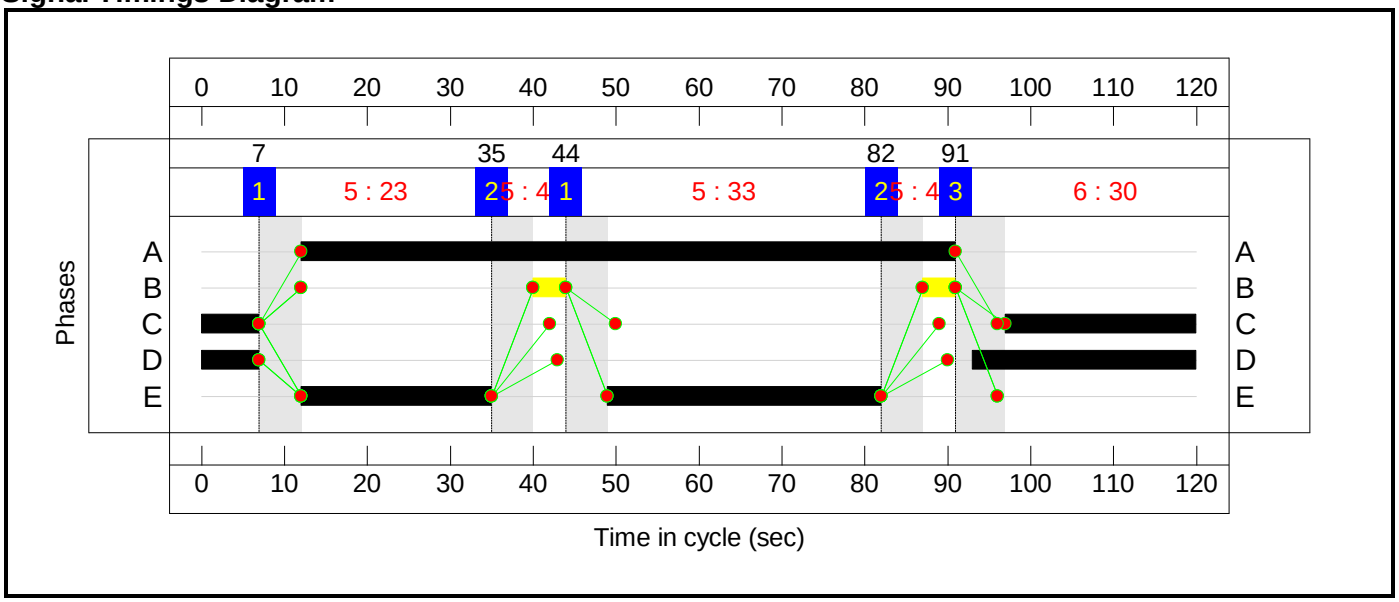


Full Input Data And Results

Stage Timings

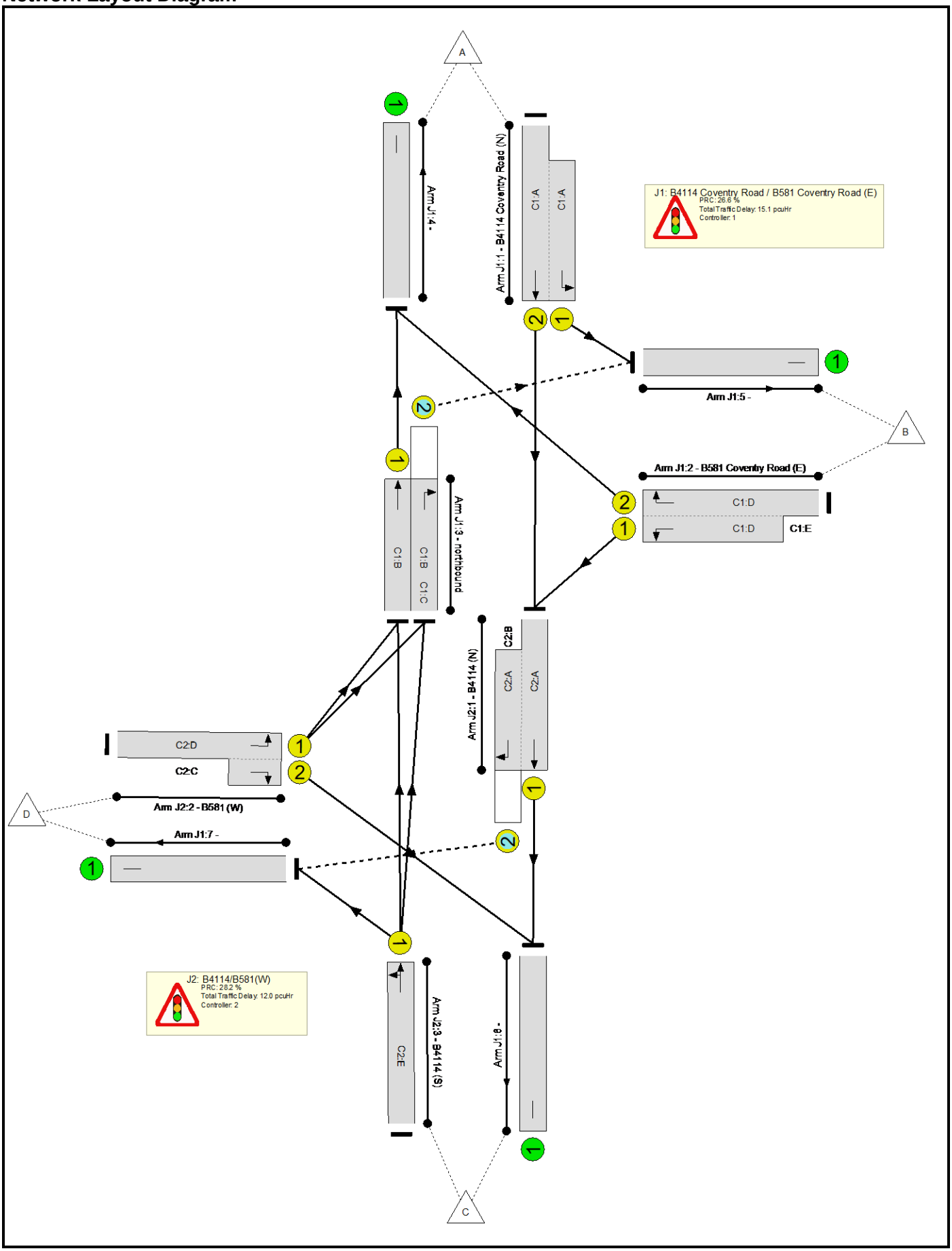
Stage	1	2	3	1	2
Duration	33	4	30	23	4
Change Point	44	82	91	7	35

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.1%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.1%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	35	-	737	2080:1791	637+404	70.8 : 70.8%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	39:59	20	896	1972:1752	674+587	71.1 : 71.1%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	59	-	568	1965	999	56.9%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	59	14	395	1914	567	69.7%
4/1		U	N/A	N/A	-		-	-	-	1047	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	99	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.2%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	79	8	868	1965:1871	1233+127	63.8 : 63.8%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	34:30	-	380	1828:1868	494+47	70.2 : 70.2%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	56	-	634	1961	948	66.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**98**	**307**	**71**	**18.7**	**7.3**	**1.0**	**27.0**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**68**	**260**	**68**	**10.0**	**4.2**	**0.8**	**15.1**	**-**	**-**	**-**	**-**
1/2+1/1	737	737	-	-	-	3.7	1.2	-	4.9	23.7	6.8	1.2	8.0
2/2+2/1	896	896	-	-	-	3.4	1.2	-	4.7	18.7	7.9	1.2	9.1
3/1	568	568	-	-	-	1.0	0.7	-	1.7	10.5	4.5	0.7	5.1
3/2	395	395	68	260	68	1.9	1.1	0.8	3.9	35.2	10.1	1.1	11.3
4/1	1047	1047	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**30**	**48**	**3**	**8.7**	**3.0**	**0.2**	**12.0**	**-**	**-**	**-**	**-**
1/1+1/2	868	868	30	48	3	1.9	0.9	0.2	3.0	12.6	21.4	0.9	22.2
2/1+2/2	380	380	-	-	-	4.0	1.2	-	5.1	48.7	10.9	1.2	12.1
3/1	634	634	-	-	-	2.8	1.0	-	3.8	21.5	12.7	1.0	13.7

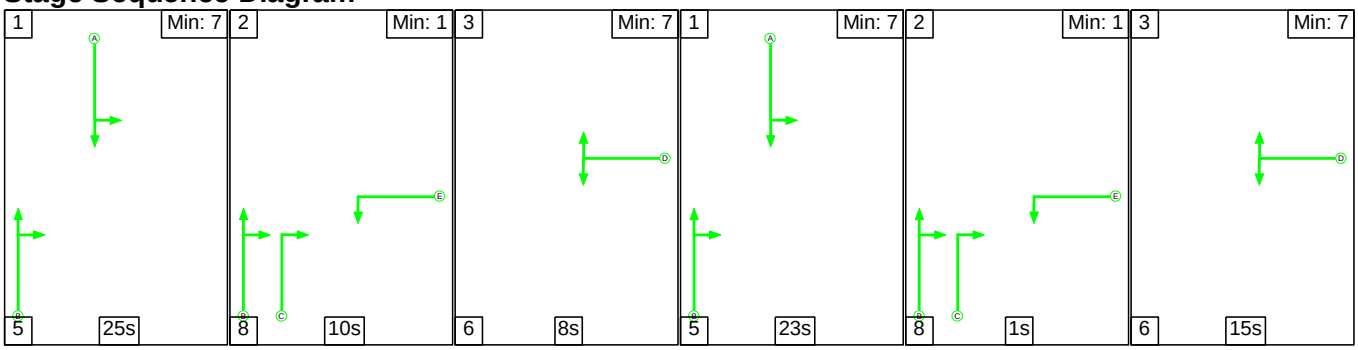
C1	PRC for Signalled Lanes (%):	26.6	Total Delay for Signalled Lanes (pcuHr):	15.05	Cycle Time (s):	120
C2	PRC for Signalled Lanes (%):	28.2	Total Delay for Signalled Lanes (pcuHr):	11.96	Cycle Time (s):	120
	PRC Over All Lanes (%):	26.6	Total Delay Over All Lanes(pcuHr):	27.01		

Full Input Data And Results

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

C1

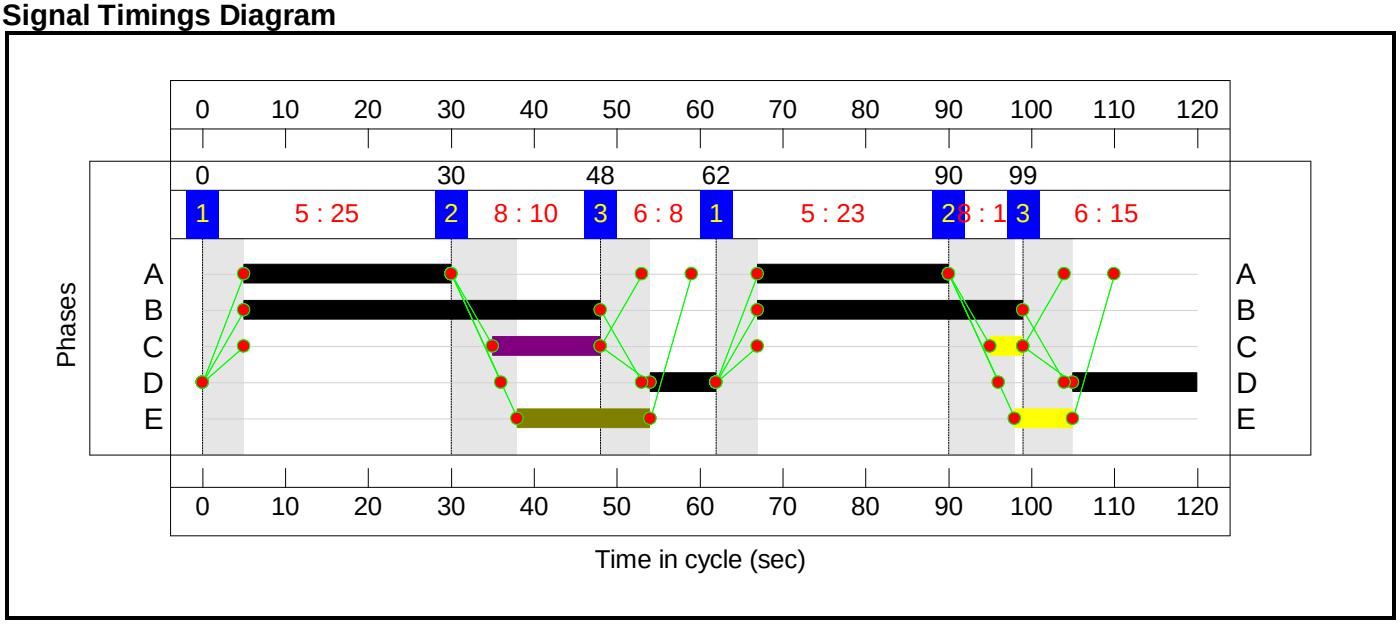
Stage Sequence Diagram



Stage Timings

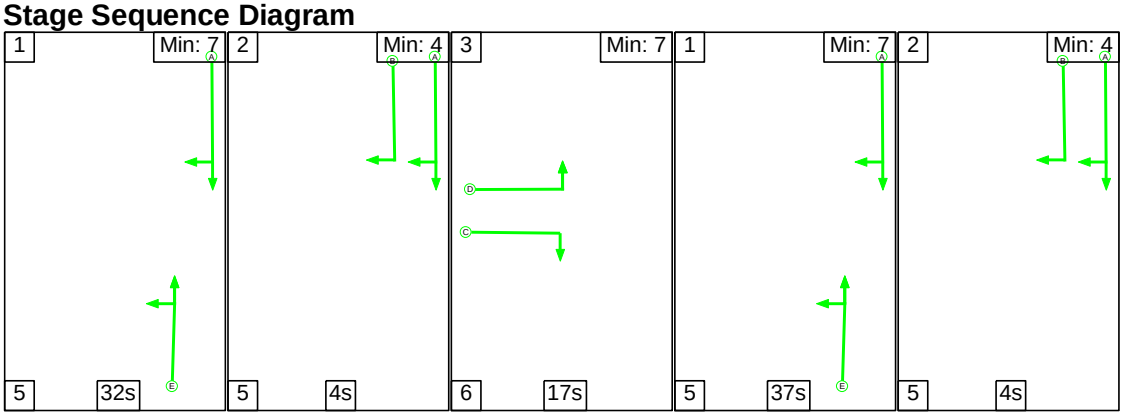
Stage	1	2	3	1	2	3
Duration	25	10	8	23	1	15
Change Point	0	30	48	62	90	99

Signal Timings Diagram



C2

Stage Sequence Diagram

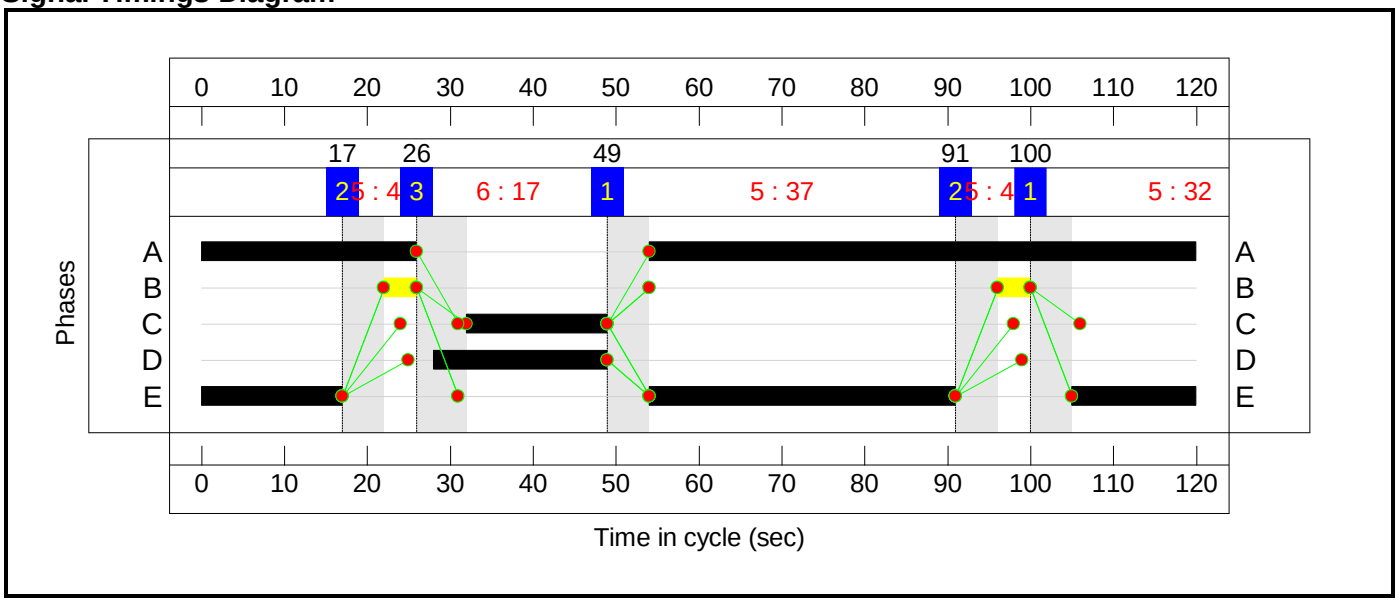


Full Input Data And Results

Stage Timings

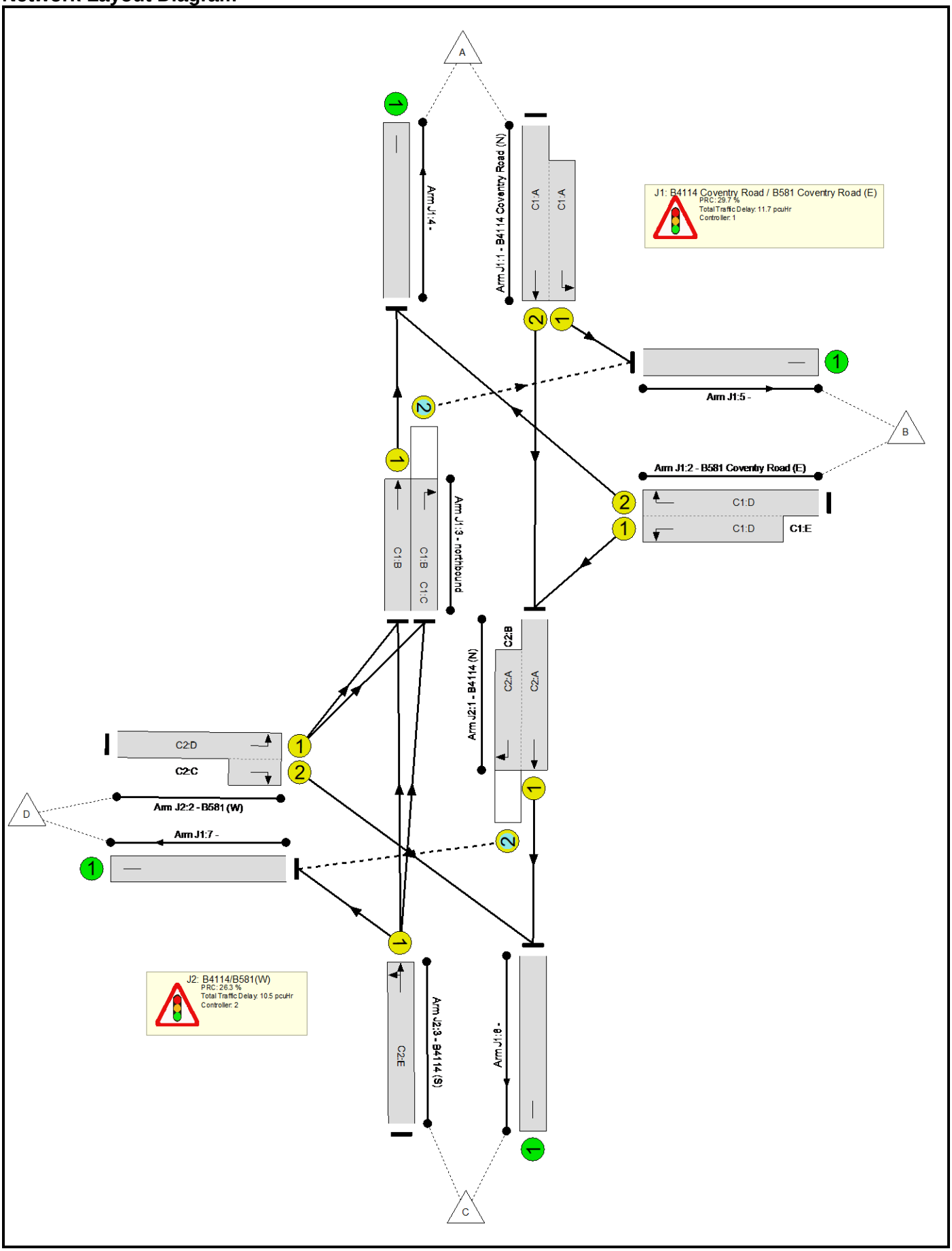
Stage	1	2	3	1	2
Duration	32	4	17	37	4
Change Point	100	17	26	49	91

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.2%**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.4%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	48	-	817	2080:1791	612+736	60.6 : 60.6%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	23:46	23	744	1972:1752	411+701	69.4 : 65.5%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	75	-	522	1965	1261	41.4%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	75	17	423	1914	656	64.5%
4/1		U	N/A	N/A	-		-	-	-	807	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	869	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
J2: B4114/B581(W)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.2%**
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	92	8	830	1965:1871	815+527	61.9 : 61.9%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	21:17	-	242	1828:1868	314+28	70.7 : 70.7%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	69	-	821	1948	1153	71.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	**-**	**-**	**266**	**421**	**63**	**13.8**	**6.2**	**2.1**	**22.2**	**-**	**-**	**-**	**-**
J1: B4114 Coventry Road / B581 Coventry Road (E)	**-**	**-**	**109**	**265**	**49**	**7.6**	**3.0**	**1.0**	**11.7**	**-**	**-**	**-**	**-**
1/2+1/1	817	817	-	-	-	3.0	0.8	-	3.7	16.5	5.8	0.8	6.6
2/2+2/1	744	744	-	-	-	3.6	1.0	-	4.6	22.4	6.4	1.0	7.4
3/1	522	522	-	-	-	0.5	0.4	-	0.8	5.8	4.4	0.4	4.8
3/2	423	423	109	265	49	0.5	0.9	1.0	2.5	21.0	3.2	0.9	4.1
4/1	807	807	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	**-**	**-**	**156**	**156**	**14**	**6.2**	**3.2**	**1.1**	**10.5**	**-**	**-**	**-**	**-**
1/1+1/2	830	830	156	156	14	0.7	0.8	1.1	2.6	11.3	19.5	0.8	20.3
2/1+2/2	242	242	-	-	-	3.1	1.2	-	4.3	63.4	7.3	1.2	8.4
3/1	821	821	-	-	-	2.4	1.2	-	3.6	15.9	14.1	1.2	15.4

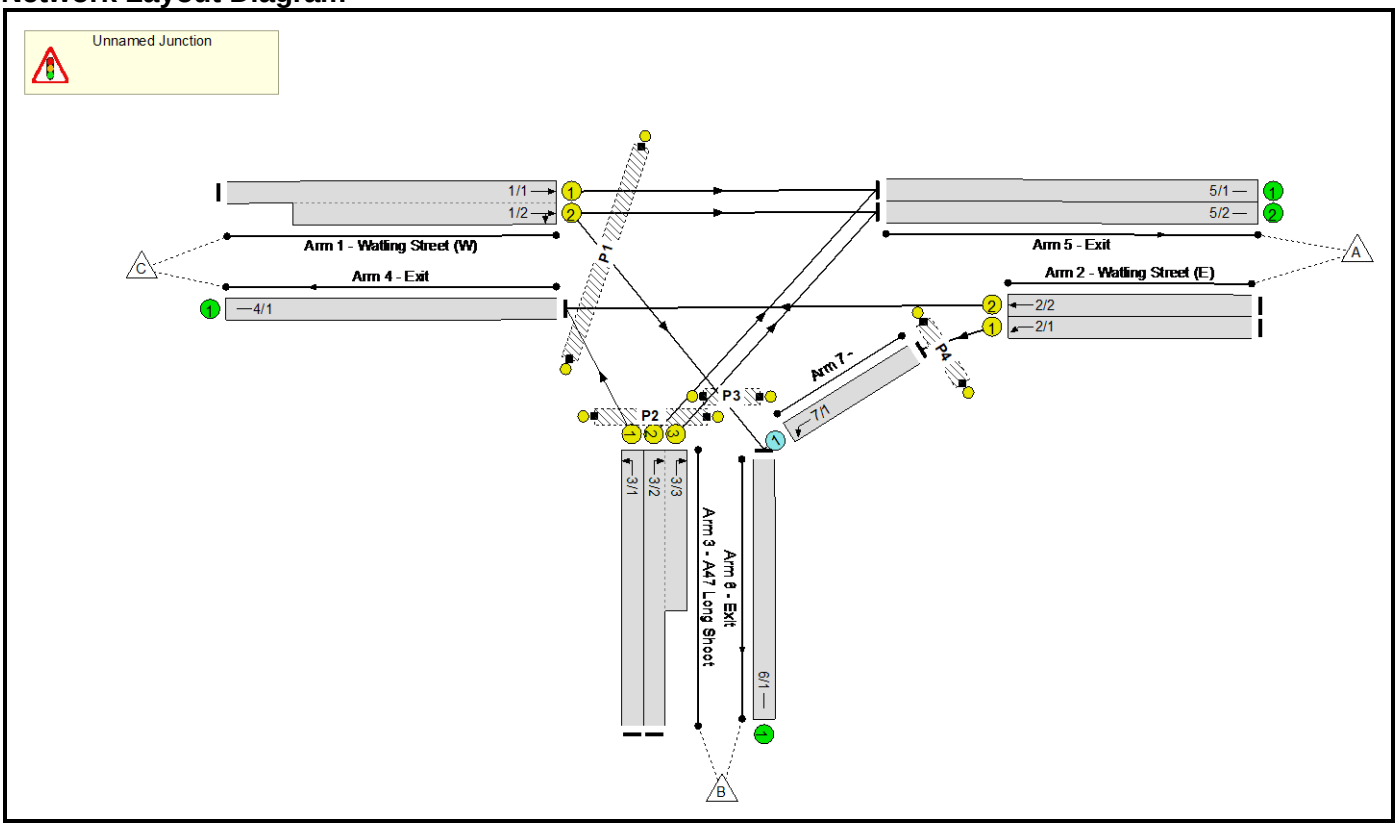
C1	PRC for Signalled Lanes (%):	29.7	Total Delay for Signalled Lanes (pcuHr):	11.68	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	26.3	Total Delay for Signalled Lanes (pcuHr):	10.50	Cycle Time (s): 120
	PRC Over All Lanes (%):	26.3	Total Delay Over All Lanes(pcuHr):	22.18	

Full Input Data And Results

User and Project Details

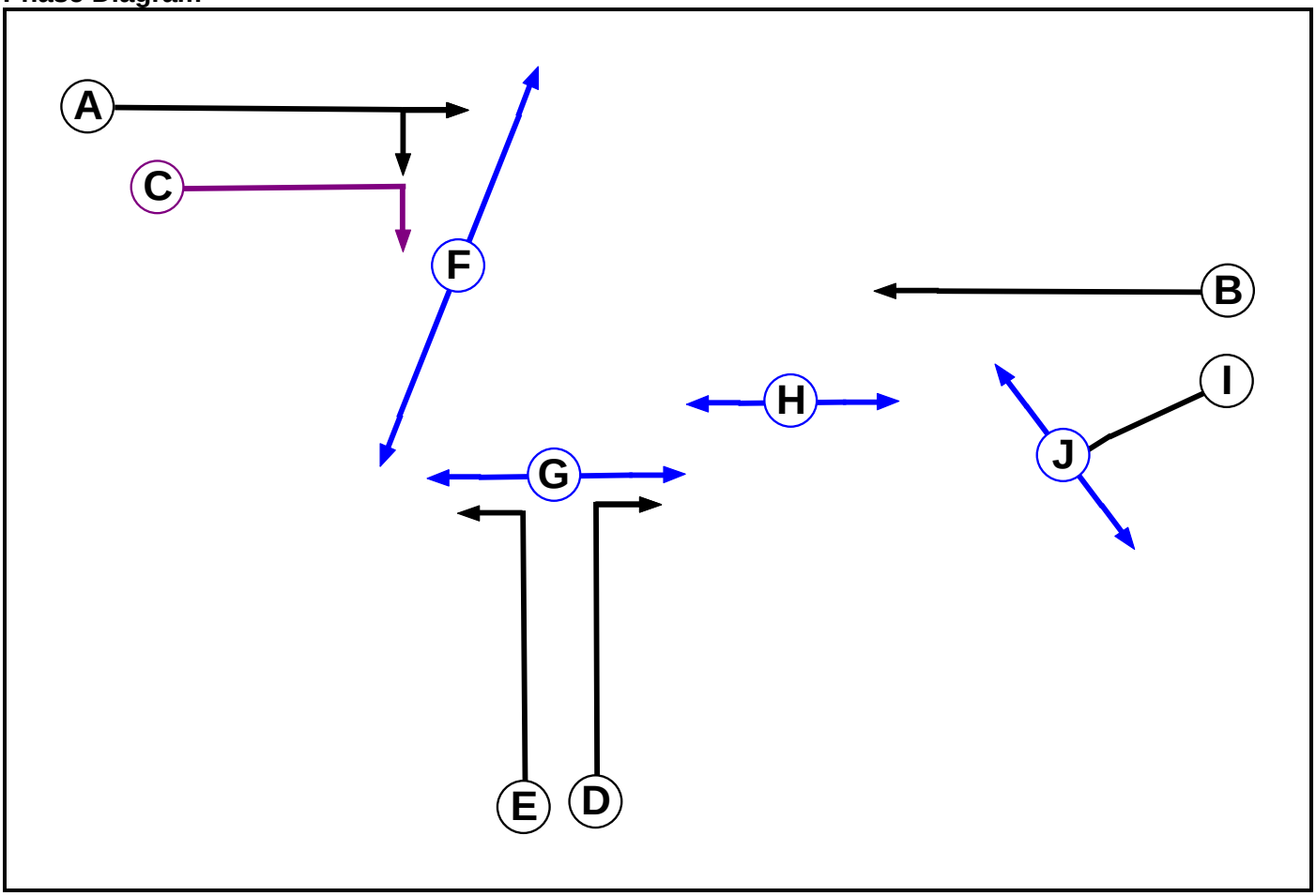
Project:	**Hinckley Rail Freight Terminal**
Title:	**Longshoot Junction**
Location:	
File name:	220708 Longshoot Junction (Existing).lsg3x
Author:	A J Oakes
Company:	BWB Consulting
Address:	Nottingham
Notes:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Ind. Arrow	1	A	4	4
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Pedestrian	1		5	5
G	Pedestrian	1		5	5
H	Pedestrian	1		5	5
I	Traffic	2		7	7
J	Pedestrian	2		5	5

Phase Intergreens Matrix

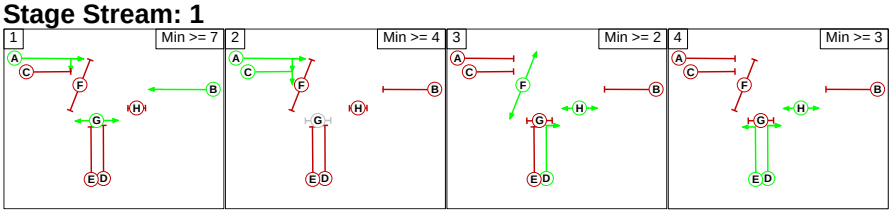
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		-	-	5	-	6	-	9	-	-
B	-		5	6	6	9	-	-	-	-
C	-	6		5	5	6	-	9	-	-
D	6	6	6		-	-	5	-	-	-
E	-	6	0	-		7	5	-	-	-
F	4	4	4	-	4		-	-	-	-
G	-	-	-	4	4	-		-	-	-
H	5	-	5	-	-	-	-		-	-
I	-	-	-	-	-	-	-	-		-
J	-	-	-	-	-	-	-	-	-	

Phases in Stage

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

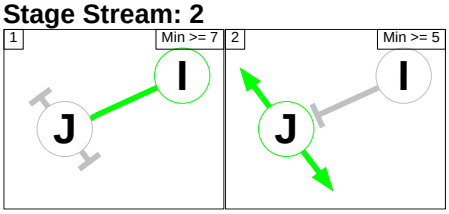
Stage Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2	3	4
1		5	9	9
2	6		9	9
3	6	6		4
4	6	6	7	

Stage Stream: 2

From Stage \ To Stage	1	2
1		0
2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
7/1	6/1 (Left)	1439	0	1/2	1.09	All	-	-	-	-	-

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 (Watling Street (W))	U	A C	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Ahead	Inf
1/2 (Watling Street (W))	U	A C	2	3	22.0	Geom	-	3.30	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	Inf
2/1 (Watling Street (E))	U	I	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 7 Ahead	Inf
2/2 (Watling Street (E))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
3/1 (A47 Long Shoot)	U	E	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 4 Left	Inf
3/2 (A47 Long Shoot)	U	D	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Right	Inf
3/3 (A47 Long Shoot)	U	D	2	3	11.0	Geom	-	3.30	0.00	Y	Arm 5 Right	Inf
4/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	O		2	3	5.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 AM Base'	08:00	09:00	01:00	
2: '2018 PM Base'	17:00	18:00	01:00	
3: '2026 WoD AM'	08:00	09:00	01:00	
4: '2026 WoD PM'	17:00	18:00	01:00	
5: '2026 WoDWS AM'	08:00	09:00	01:00	
6: '2026 WoDWS PM'	17:00	18:00	01:00	
7: '2026 WD AM'	08:00	09:00	01:00	
8: '2026 WD PM'	17:00	18:00	01:00	
9: '2036 WoD AM'	08:00	09:00	01:00	
10: '2036 WoD PM'	17:00	18:00	01:00	
11: '2036 WoDWS AM'	08:00	09:00	01:00	

12: '2036 WoDWS PM'	17:00	18:00	01:00	
13: '2036 WD AM'	08:00	09:00	01:00	
14: '2036 WD PM'	17:00	18:00	01:00	

Scenario 1: '2018 AM Base' (FG1: '2018 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	739	814	1553
	B	719	0	64	783
	C	669	36	0	705
	Tot.	1388	775	878	3041

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2018 AM Base
Junction: Unnamed Junction	
1/1 (with short)	705(In) 352(Out)
1/2 (short)	353
2/1	739
2/2	814
3/1	64
3/2 (with short)	719(In) 359(Out)
3/3 (short)	360
4/1	878
5/1	711
5/2	677
6/1	775
7/1	739

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 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
1/2 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf Inf	89.8 % 10.2 %	1945	1945
2/1 (Watling Street (E))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
2/2 (Watling Street (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A47 Long Shoot)	3.30	0.00	Y	Arm 4 Left	Inf	100.0 %	1945	1945
3/2 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
3/3 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2018 PM Base' (FG2: '2018 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	742	834	1576
	B	695	0	94	789
	C	670	41	0	711
	Tot.	1365	783	928	3076

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2018 PM Base
Junction: Unnamed Junction	
1/1 (with short)	711(In) 356(Out)
1/2 (short)	355
2/1	742
2/2	834
3/1	94
3/2 (with short)	695(In) 347(Out)
3/3 (short)	348
4/1	928
5/1	703
5/2	662
6/1	783
7/1	742

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 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
1/2 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf Inf	88.5 % 11.5 %	1945	1945
2/1 (Watling Street (E))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
2/2 (Watling Street (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A47 Long Shoot)	3.30	0.00	Y	Arm 4 Left	Inf	100.0 %	1945	1945
3/2 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
3/3 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	774	829	1603
	B	704	0	62	766
	C	731	41	0	772
	Tot.	1435	815	891	3141

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 WoD AM
Junction: Unnamed Junction	
1/1 (with short)	772(In) 386(Out)
1/2 (short)	386
2/1	774
2/2	829
3/1	62
3/2 (with short)	704(In) 352(Out)
3/3 (short)	352
4/1	891
5/1	738
5/2	697
6/1	815
7/1	774

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 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
1/2 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf Inf	89.4 % 10.6 %	1945	1945
2/1 (Watling Street (E))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
2/2 (Watling Street (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A47 Long Shoot)	3.30	0.00	Y	Arm 4 Left	Inf	100.0 %	1945	1945
3/2 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
3/3 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	857	861	1718
	B	709	0	94	803
	C	697	46	0	743
	Tot.	1406	903	955	3264

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 WoD PM
Junction: Unnamed Junction	
1/1 (with short)	743(In) 372(Out)
1/2 (short)	371
2/1	857
2/2	861
3/1	94
3/2 (with short)	709(In) 354(Out)
3/3 (short)	355
4/1	955
5/1	726
5/2	680
6/1	903
7/1	857

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 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
1/2 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf Inf	87.6 % 12.4 %	1945	1945
2/1 (Watling Street (E))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
2/2 (Watling Street (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A47 Long Shoot)	3.30	0.00	Y	Arm 4 Left	Inf	100.0 %	1945	1945
3/2 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
3/3 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	762	831	1593
	B	712	0	60	772
	C	756	39	0	795
	Tot.	1468	801	891	3160

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 WoDWS AM
Junction: Unnamed Junction	
1/1 (with short)	795(In) 398(Out)
1/2 (short)	397
2/1	762
2/2	831
3/1	60
3/2 (with short)	712(In) 356(Out)
3/3 (short)	356
4/1	891
5/1	754
5/2	714
6/1	801
7/1	762

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 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
1/2 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead	Inf	90.2 %	1945	1945
				Arm 6 Right	Inf	9.8 %		
2/1 (Watling Street (E))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
2/2 (Watling Street (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A47 Long Shoot)	3.30	0.00	Y	Arm 4 Left	Inf	100.0 %	1945	1945
3/2 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
3/3 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	854	861	1715
	B	720	0	92	812
	C	704	46	0	750
	Tot.	1424	900	953	3277

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2026 WoDWS PM
Junction: Unnamed Junction	
1/1 (with short)	750(In) 375(Out)
1/2 (short)	375
2/1	854
2/2	861
3/1	92
3/2 (with short)	720(In) 360(Out)
3/3 (short)	360
4/1	953
5/1	735
5/2	689
6/1	900
7/1	854

Lane Saturation Flows

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
Junction: Unnamed Junction								
1/1 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
1/2 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead	Inf	87.7 %	1945	1945
				Arm 6 Right	Inf	12.3 %		
2/1 (Watling Street (E))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
2/2 (Watling Street (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A47 Long Shoot)	3.30	0.00	Y	Arm 4 Left	Inf	100.0 %	1945	1945
3/2 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
3/3 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	760	850	1610
	B	729	0	61	790
	C	767	39	0	806
	Tot.	1496	799	911	3206

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2026 WD AM
Junction: Unnamed Junction	
1/1 (with short)	806(In) 403(Out)
1/2 (short)	403
2/1	760
2/2	850
3/1	61
3/2 (with short)	729(In) 364(Out)
3/3 (short)	365
4/1	911
5/1	767
5/2	729
6/1	799
7/1	760

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 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
1/2 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf Inf	90.3 % 9.7 %	1945	1945
2/1 (Watling Street (E))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
2/2 (Watling Street (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A47 Long Shoot)	3.30	0.00	Y	Arm 4 Left	Inf	100.0 %	1945	1945
3/2 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
3/3 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	864	872	1736
	B	719	0	92	811
	C	725	45	0	770
	Tot.	1444	909	964	3317

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2026 WD PM
Junction: Unnamed Junction	
1/1 (with short)	770(In) 385(Out)
1/2 (short)	385
2/1	864
2/2	872
3/1	92
3/2 (with short)	719(In) 359(Out)
3/3 (short)	360
4/1	964
5/1	744
5/2	700
6/1	909
7/1	864

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 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
1/2 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf Inf	88.3 % 11.7 %	1945	1945
2/1 (Watling Street (E))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
2/2 (Watling Street (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A47 Long Shoot)	3.30	0.00	Y	Arm 4 Left	Inf	100.0 %	1945	1945
3/2 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
3/3 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	785	845	1630
	B	696	0	58	754
	C	823	44	0	867
	Tot.	1519	829	903	3251

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2036 WoD AM
Junction: Unnamed Junction	
1/1 (with short)	867(In) 434(Out)
1/2 (short)	433
2/1	785
2/2	845
3/1	58
3/2 (with short)	696(In) 348(Out)
3/3 (short)	348
4/1	903
5/1	782
5/2	737
6/1	829
7/1	785

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 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
1/2 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf Inf	89.8 % 10.2 %	1945	1945
2/1 (Watling Street (E))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
2/2 (Watling Street (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A47 Long Shoot)	3.30	0.00	Y	Arm 4 Left	Inf	100.0 %	1945	1945
3/2 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
3/3 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	881	883	1764
	B	714	0	91	805
	C	704	46	0	750
	Tot.	1418	927	974	3319

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2036 WoD PM
Junction: Unnamed Junction	
1/1 (with short)	750(In) 375(Out)
1/2 (short)	375
2/1	881
2/2	883
3/1	91
3/2 (with short)	714(In) 357(Out)
3/3 (short)	357
4/1	974
5/1	732
5/2	686
6/1	927
7/1	881

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 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
1/2 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf Inf	87.7 % 12.3 %	1945	1945
2/1 (Watling Street (E))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
2/2 (Watling Street (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A47 Long Shoot)	3.30	0.00	Y	Arm 4 Left	Inf	100.0 %	1945	1945
3/2 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
3/3 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	773	852	1625
	B	693	0	59	752
	C	830	43	0	873
	Tot.	1523	816	911	3250

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2036 WoDWS AM
Junction: Unnamed Junction	
1/1 (with short)	873(In) 437(Out)
1/2 (short)	436
2/1	773
2/2	852
3/1	59
3/2 (with short)	693(In) 346(Out)
3/3 (short)	347
4/1	911
5/1	783
5/2	740
6/1	816
7/1	773

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 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
1/2 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead	Inf	90.1 %	1945	1945
				Arm 6 Right	Inf	9.9 %		
2/1 (Watling Street (E))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
2/2 (Watling Street (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A47 Long Shoot)	3.30	0.00	Y	Arm 4 Left	Inf	100.0 %	1945	1945
3/2 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
3/3 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	892	889	1781
	B	726	0	96	822
	C	720	48	0	768
	Tot.	1446	940	985	3371

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2036 WoDWS PM
Junction: Unnamed Junction	
1/1 (with short)	768(In) 384(Out)
1/2 (short)	384
2/1	892
2/2	889
3/1	96
3/2 (with short)	726(In) 363(Out)
3/3 (short)	363
4/1	985
5/1	747
5/2	699
6/1	940
7/1	892

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 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
1/2 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead	Inf	87.5 %	1945	1945
				Arm 6 Right	Inf	12.5 %		
2/1 (Watling Street (E))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
2/2 (Watling Street (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A47 Long Shoot)	3.30	0.00	Y	Arm 4 Left	Inf	100.0 %	1945	1945
3/2 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
3/3 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	766	864	1630
	B	698	0	58	756
	C	839	42	0	881
	Tot.	1537	808	922	3267

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2036 WD AM
Junction: Unnamed Junction	
1/1 (with short)	881(In) 440(Out)
1/2 (short)	441
2/1	766
2/2	864
3/1	58
3/2 (with short)	698(In) 349(Out)
3/3 (short)	349
4/1	922
5/1	789
5/2	748
6/1	808
7/1	766

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 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
1/2 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf Inf	90.5 % 9.5 %	1945	1945
2/1 (Watling Street (E))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
2/2 (Watling Street (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A47 Long Shoot)	3.30	0.00	Y	Arm 4 Left	Inf	100.0 %	1945	1945
3/2 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
3/3 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	893	906	1799
	B	723	0	94	817
	C	737	46	0	783
	Tot.	1460	939	1000	3399

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2036 WD PM
Junction: Unnamed Junction	
1/1 (with short)	783(In) 392(Out)
1/2 (short)	391
2/1	893
2/2	906
3/1	94
3/2 (with short)	723(In) 361(Out)
3/3 (short)	362
4/1	1000
5/1	753
5/2	707
6/1	939
7/1	893

Lane Saturation Flows

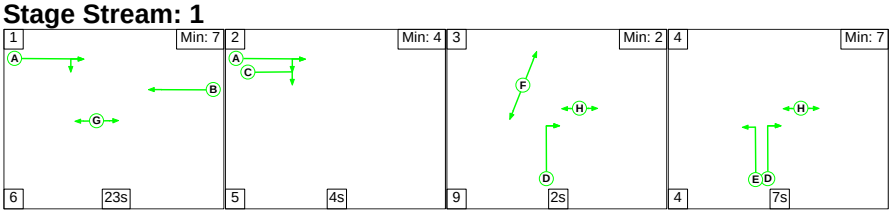
Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
1/2 (Watling Street (W))	3.30	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf Inf	88.2 % 11.8 %	1945	1945
2/1 (Watling Street (E))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
2/2 (Watling Street (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A47 Long Shoot)	3.30	0.00	Y	Arm 4 Left	Inf	100.0 %	1945	1945
3/2 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
3/3 (A47 Long Shoot)	3.30	0.00	Y	Arm 5 Right	Inf	100.0 %	1945	1945
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

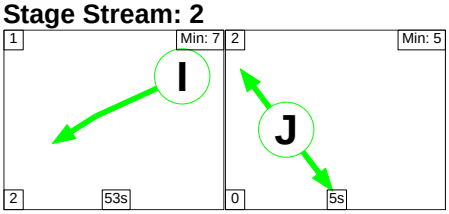
Scenario 1: '2018 AM Base' (FG1: '2018 AM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

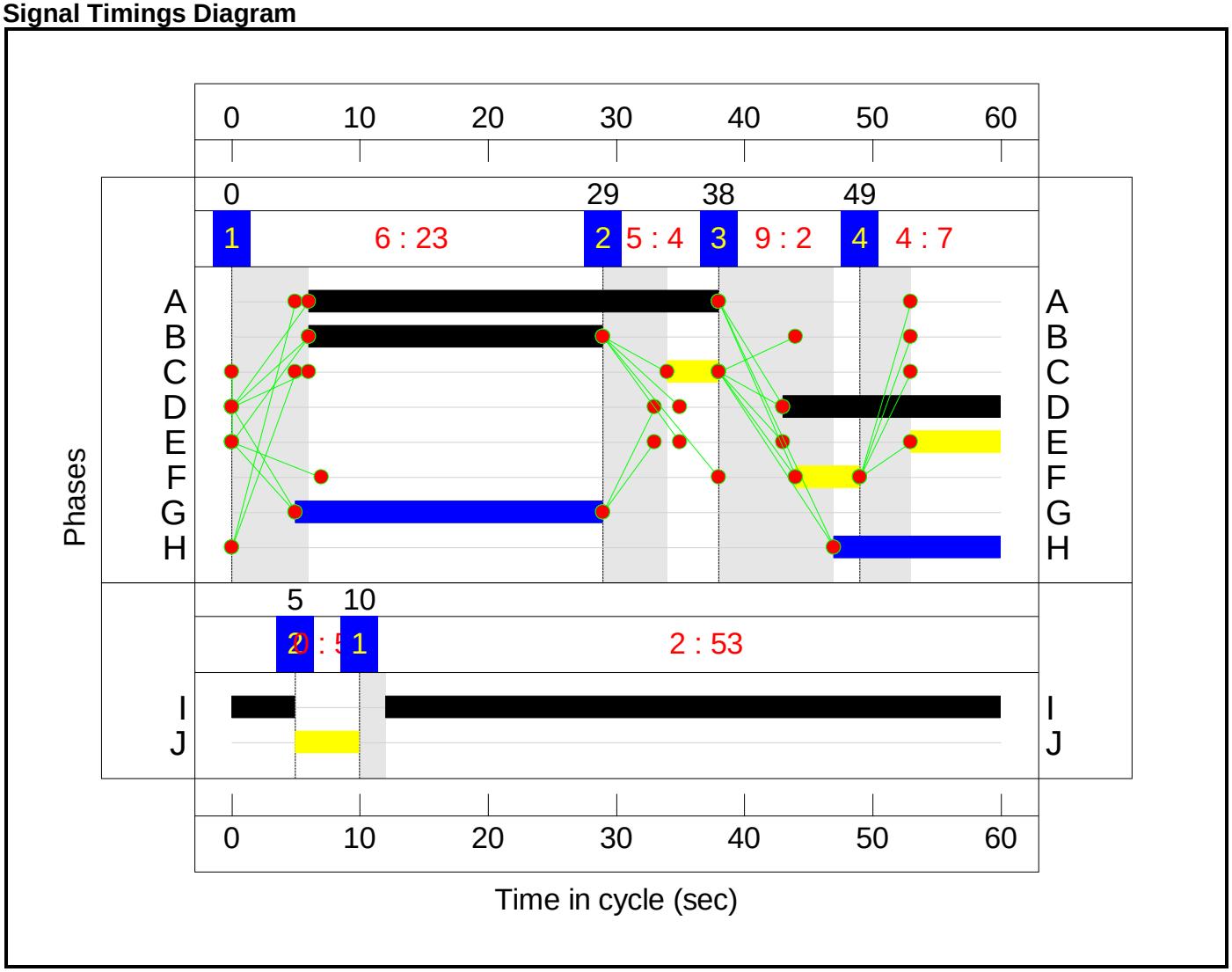
Stage	1	2	3	4
Duration	23	4	2	7
Change Point	0	29	38	49

Full Input Data And Results

Stage Stream: 2

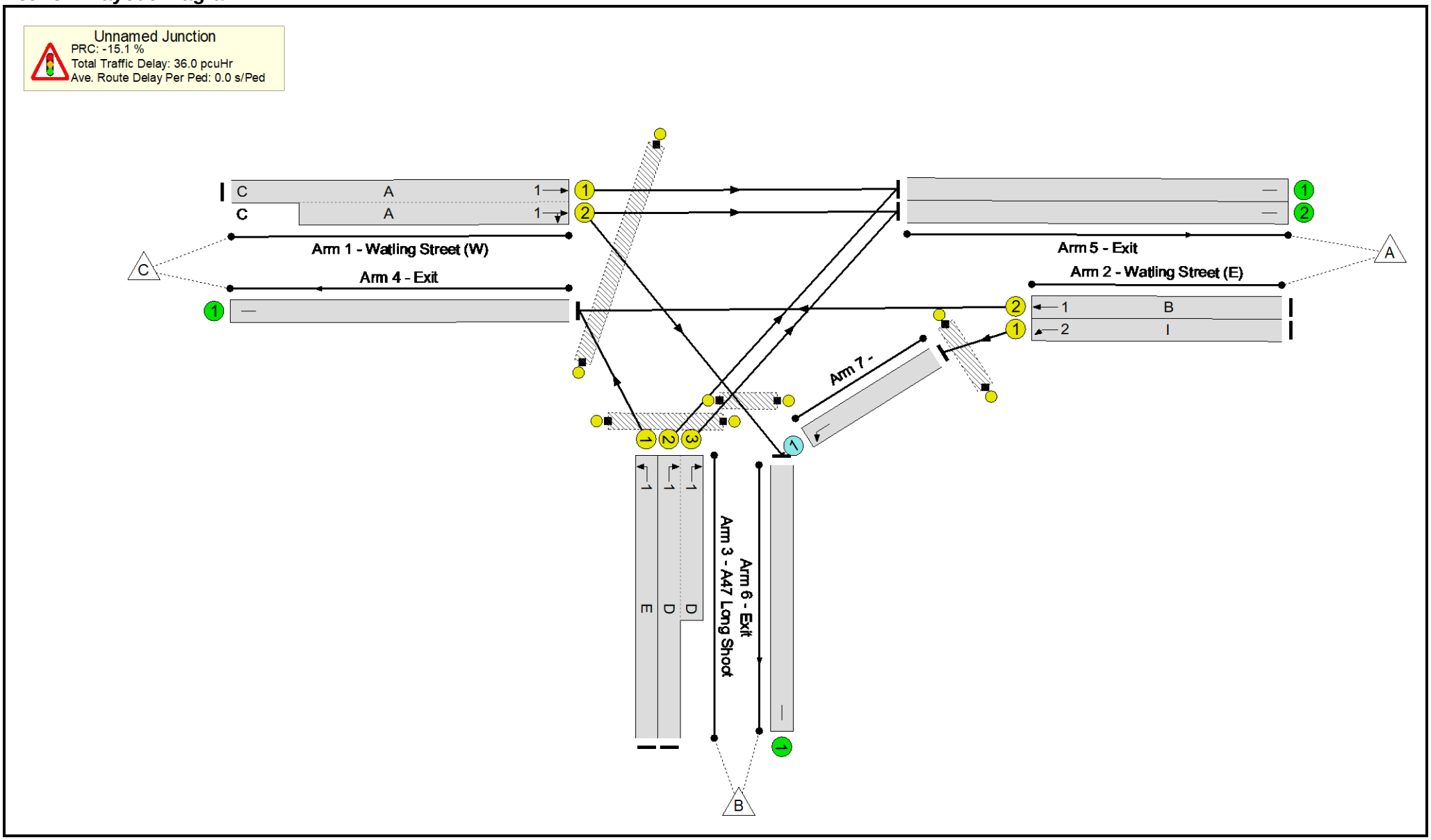
Stage	1	2
Duration	53	5
Change Point	10	5

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Longshoot Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.6%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.6%**
1/1+1/2	Watling Street (W) Ahead Right	U	1	N/A	A	C	1	32	4:4	705	1945:1945	971+974	36.2 : 36.2%
2/1	Watling Street (E) Ahead	U	2	N/A	I		1	53	-	739	2015	1814	40.7%
2/2	Watling Street (E) Ahead	U	1	N/A	B		1	23	-	814	1965	786	103.6%
3/1	A47 Long Shoot Left	U	1	N/A	E		1	7	-	64	1945	259	24.7%
3/2+3/3	A47 Long Shoot Right	U	1	N/A	D		1	17	-	719	1945:1945	583+583	61.5 : 61.7%
4/1	Exit	U	N/A	N/A	-		-	-	-	878	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	775	Inf	Inf	0.0%
7/1	Left	O	N/A	N/A	-		-	-	-	739	Inf	1122	65.9%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	G		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	H		1	13	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	J		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Longshoot Junction	**-**	**-**	**406**	**333**	**0**	**10.5**	**25.4**	**0.0**	**36.0**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**406**	**333**	**0**	**10.5**	**25.4**	**0.0**	**36.0**	**-**	**-**	**-**	**-**
1/1+1/2	705	705	-	-	-	1.5	0.3	-	1.7	8.9	3.1	0.3	3.4
2/1	739	739	-	-	-	0.1	0.3	-	0.4	2.2	1.8	0.3	2.2
2/2	814	786	-	-	-	4.9	22.9	-	27.7	122.7	14.0	22.9	36.9
3/1	64	64	-	-	-	0.4	0.2	-	0.6	32.5	0.9	0.2	1.1
3/2+3/3	719	719	-	-	-	3.6	0.8	-	4.4	22.0	5.1	0.8	5.9
4/1	850	850	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	775	775	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	739	739	406	333	0	0.1	1.0	-	1.1	5.2	4.1	1.0	5.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

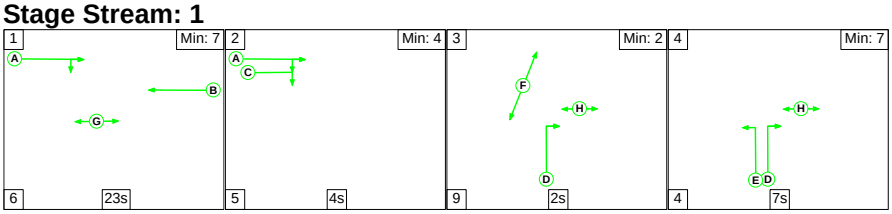
C1 Stream: 1 PRC for Signalled Lanes (%): -15.1 Total Delay for Signalled Lanes (pcuHr): 34.46 Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%): 120.9 Total Delay for Signalled Lanes (pcuHr): 0.44 Cycle Time (s): 60
PRC Over All Lanes (%): -15.1 Total Delay Over All Lanes(pcuHr): 35.97

Full Input Data And Results

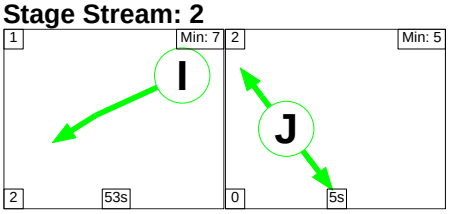
Scenario 2: '2018 PM Base' (FG2: '2018 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

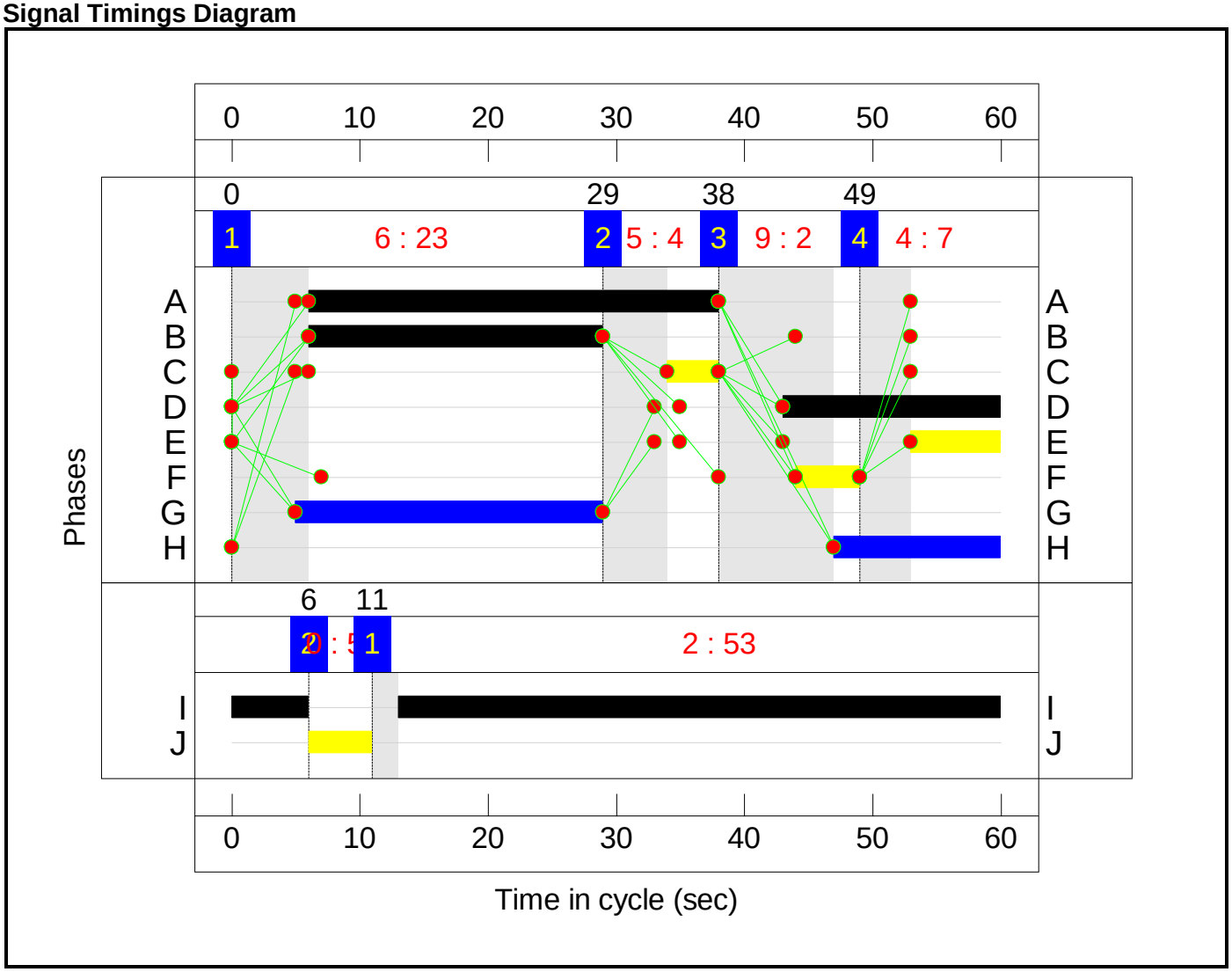
Stage	1	2	3	4
Duration	23	4	2	7
Change Point	0	29	38	49

Full Input Data And Results

Stage Stream: 2

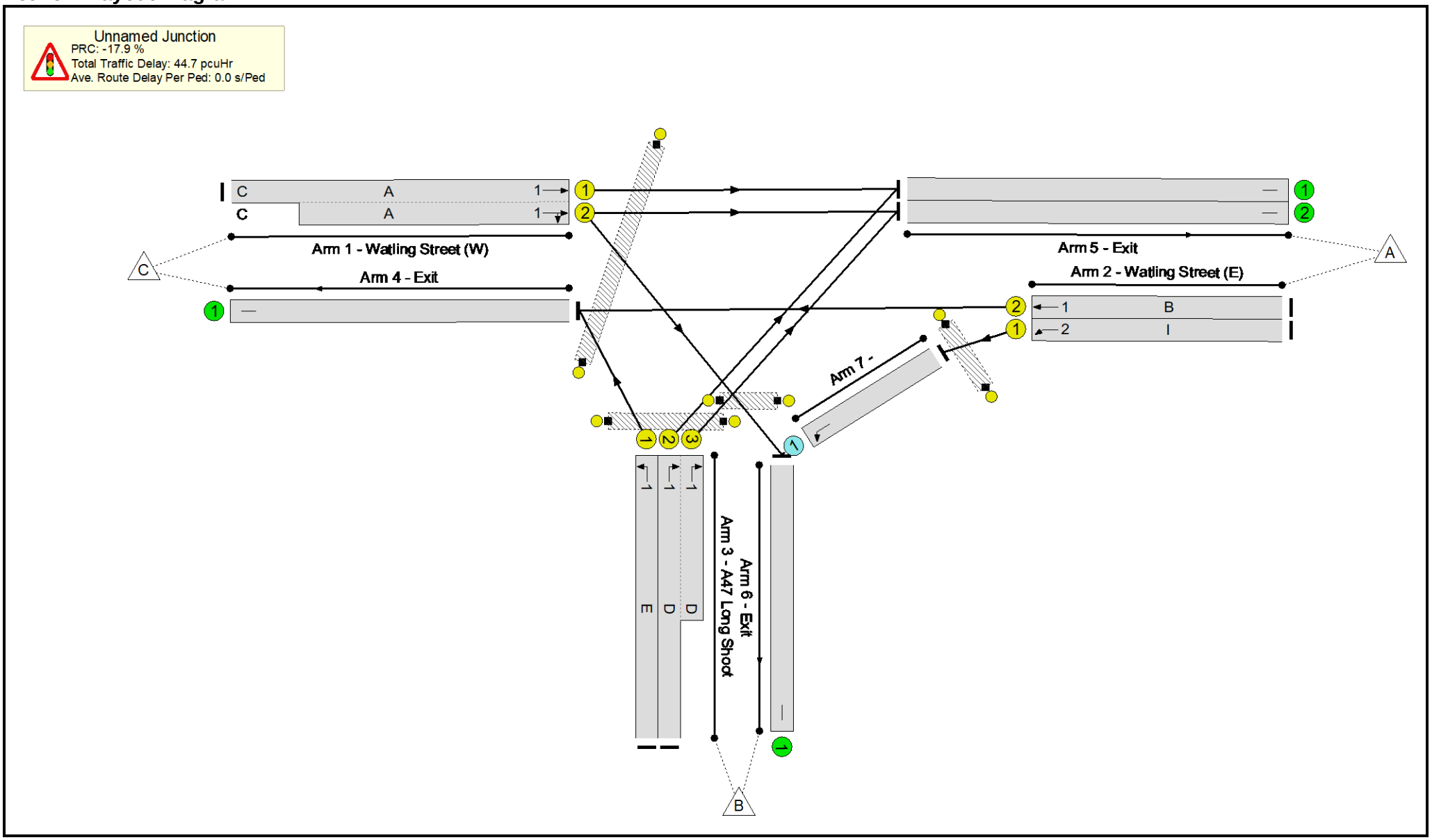
Stage	1	2
Duration	53	5
Change Point	11	6

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Longshoot Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.1%**
1/1+1/2	Watling Street (W) Ahead Right	U	1	N/A	A	C	1	32	4:4	711	1945:1945	974+971	36.6 : 36.6%
2/1	Watling Street (E) Ahead	U	2	N/A	I		1	53	-	742	2015	1814	40.9%
2/2	Watling Street (E) Ahead	U	1	N/A	B		1	23	-	834	1965	786	106.1%
3/1	A47 Long Shoot Left	U	1	N/A	E		1	7	-	94	1945	259	36.2%
3/2+3/3	A47 Long Shoot Right	U	1	N/A	D		1	17	-	695	1945:1945	583+583	59.5 : 59.6%
4/1	Exit	U	N/A	N/A	-		-	-	-	928	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	783	Inf	Inf	0.0%
7/1	Left	O	N/A	N/A	-		-	-	-	742	Inf	1120	66.2%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	G		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	H		1	13	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	J		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Longshoot Junction	**-**	**-**	**408**	**334**	**0**	**11.3**	**33.4**	**0.0**	**44.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**408**	**334**	**0**	**11.3**	**33.4**	**0.0**	**44.7**	**-**	**-**	**-**	**-**
1/1+1/2	711	711	-	-	-	1.5	0.3	-	1.8	8.9	3.3	0.3	3.6
2/1	742	742	-	-	-	0.1	0.3	-	0.4	2.2	1.9	0.3	2.2
2/2	834	786	-	-	-	5.5	30.8	-	36.3	156.6	14.7	30.8	45.5
3/1	94	94	-	-	-	0.6	0.3	-	0.9	34.6	1.4	0.3	1.7
3/2+3/3	695	695	-	-	-	3.5	0.7	-	4.2	21.7	4.9	0.7	5.7
4/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	742	742	408	334	0	0.1	1.0	-	1.1	5.3	4.1	1.0	5.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): -17.9
C1 Stream: 2 PRC for Signalled Lanes (%): 120.0
PRC Over All Lanes (%): -17.9

Total Delay for Signalled Lanes (pcuHr): 43.13
Total Delay for Signalled Lanes (pcuHr): 0.44
Total Delay Over All Lanes(pcuHr): 44.67

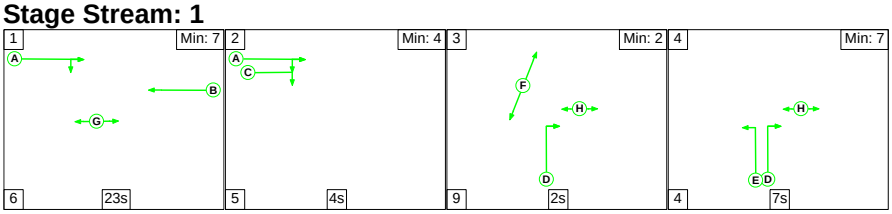
Cycle Time (s): 60
Cycle Time (s): 60

Full Input Data And Results

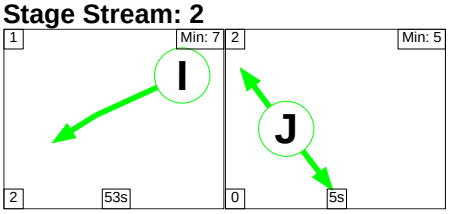
Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

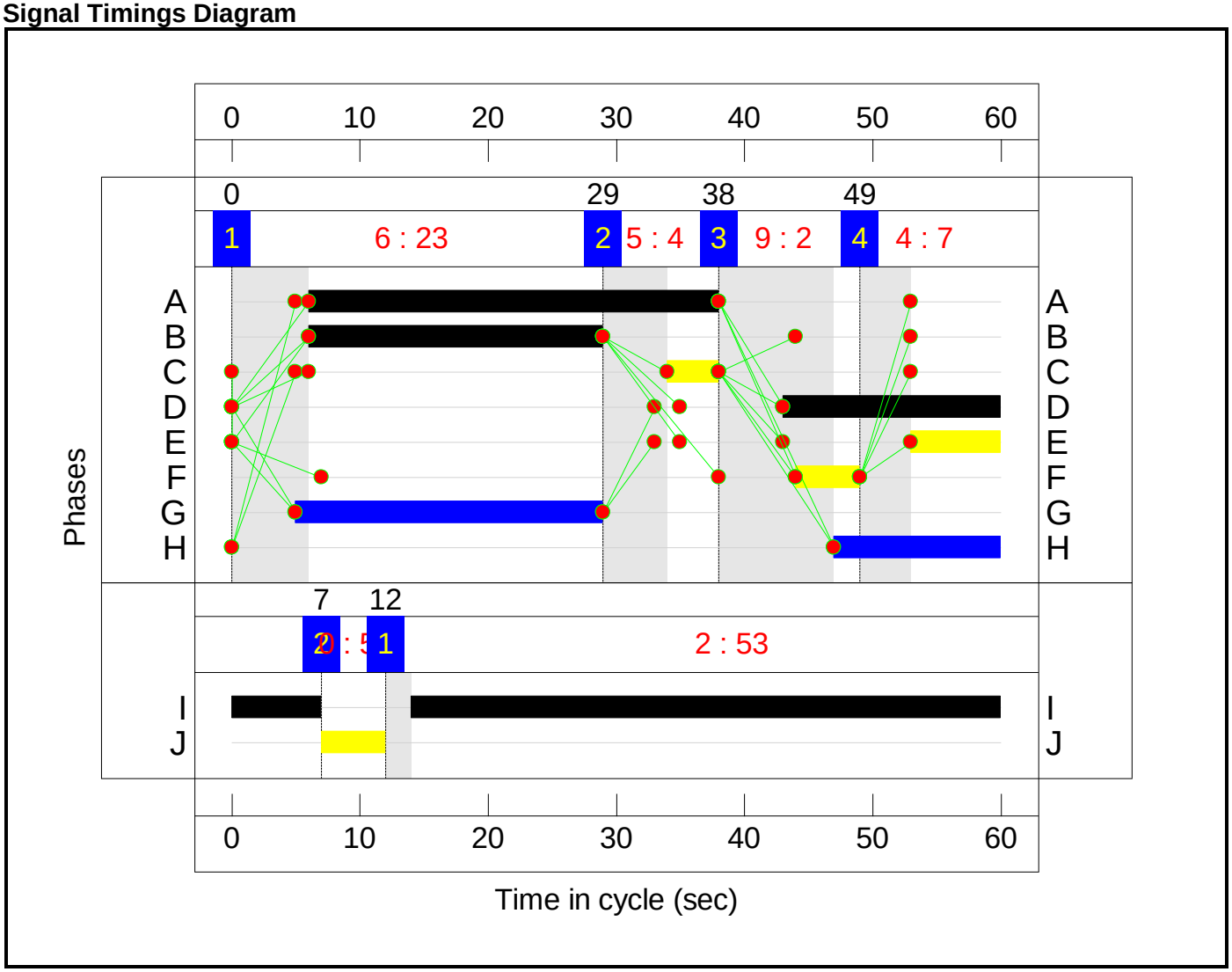
Stage	1	2	3	4
Duration	23	4	2	7
Change Point	0	29	38	49

Full Input Data And Results

Stage Stream: 2

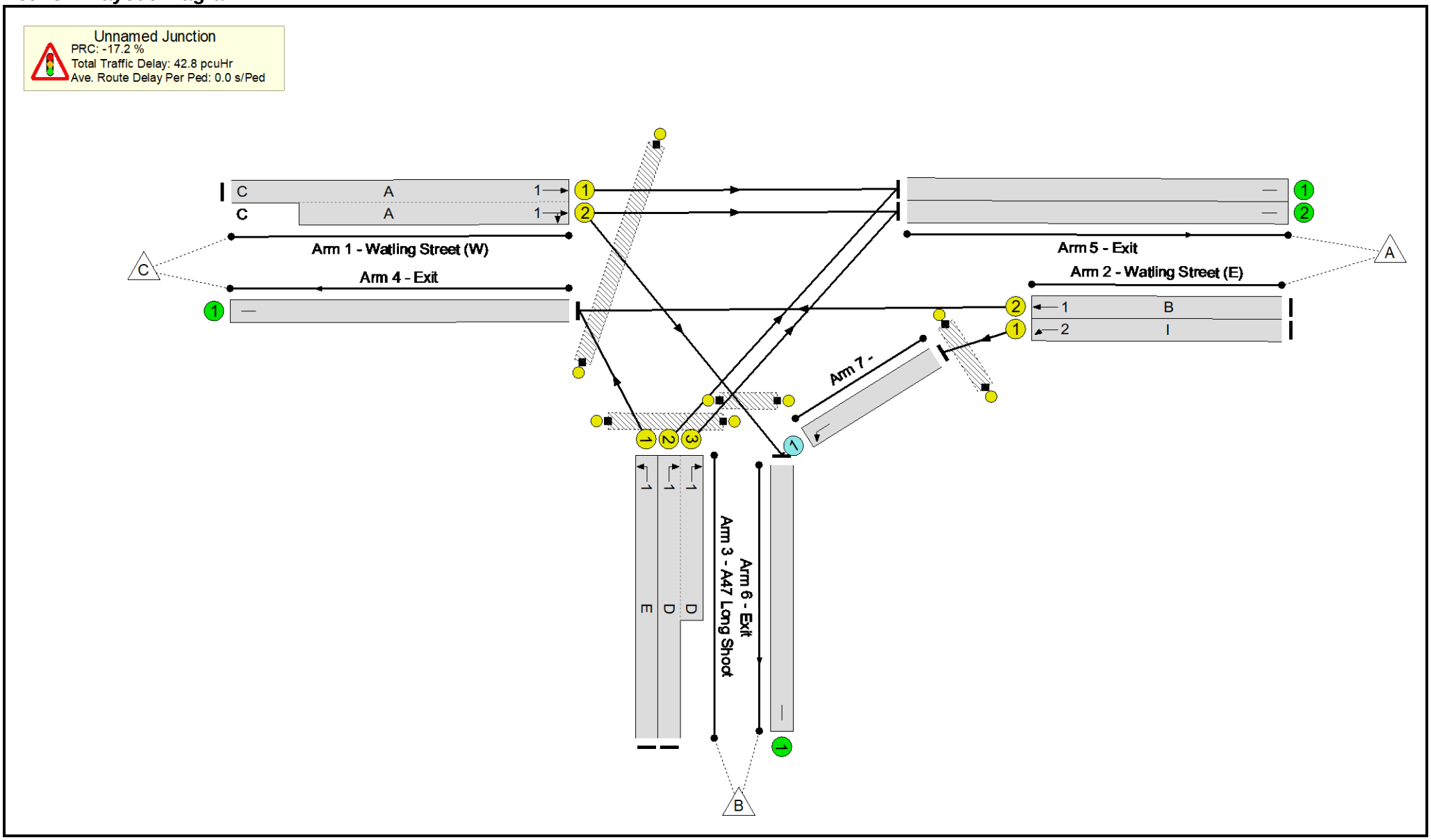
Stage	1	2
Duration	53	5
Change Point	12	7

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Longshoot Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**105.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**105.5%**
1/1+1/2	Watling Street (W) Ahead Right	U	1	N/A	A	C	1	32	4:4	772	1945:1945	973+973	39.7 : 39.7%
2/1	Watling Street (E) Ahead	U	2	N/A	I		1	53	-	774	2015	1814	42.7%
2/2	Watling Street (E) Ahead	U	1	N/A	B		1	23	-	829	1965	786	105.5%
3/1	A47 Long Shoot Left	U	1	N/A	E		1	7	-	62	1945	259	23.9%
3/2+3/3	A47 Long Shoot Right	U	1	N/A	D		1	17	-	704	1945:1945	583+583	60.3 : 60.3%
4/1	Exit	U	N/A	N/A	-		-	-	-	891	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	815	Inf	Inf	0.0%
7/1	Left	O	N/A	N/A	-		-	-	-	774	Inf	1089	71.1%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	G		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	H		1	13	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	J		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Longshoot Junction	**-**	**-**	**426**	**348**	**0**	**11.3**	**31.6**	**0.0**	**42.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**426**	**348**	**0**	**11.3**	**31.6**	**0.0**	**42.8**	**-**	**-**	**-**	**-**
1/1+1/2	772	772	-	-	-	1.6	0.3	-	2.0	9.1	3.5	0.3	3.9
2/1	774	774	-	-	-	0.1	0.4	-	0.5	2.2	1.9	0.4	2.3
2/2	829	786	-	-	-	5.3	28.7	-	34.1	147.9	14.5	28.7	43.3
3/1	62	62	-	-	-	0.4	0.2	-	0.6	32.4	0.9	0.2	1.1
3/2+3/3	704	704	-	-	-	3.5	0.8	-	4.3	21.8	5.0	0.8	5.7
4/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	815	815	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	774	774	426	348	0	0.3	1.2	-	1.5	6.9	6.2	1.2	7.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): -17.2
C1 Stream: 2 PRC for Signalled Lanes (%): 110.9
PRC Over All Lanes (%): -17.2

Total Delay for Signalled Lanes (pcuHr): 40.85
Total Delay for Signalled Lanes (pcuHr): 0.48
Total Delay Over All Lanes(pcuHr): 42.80

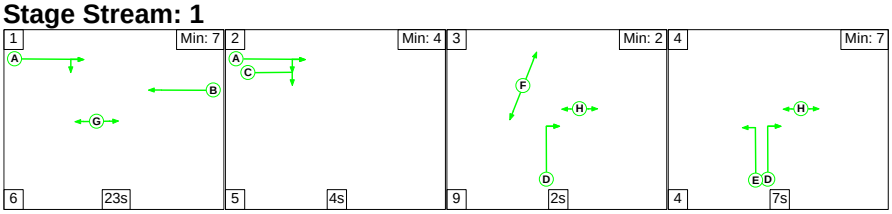
Cycle Time (s): 60
Cycle Time (s): 60

Full Input Data And Results

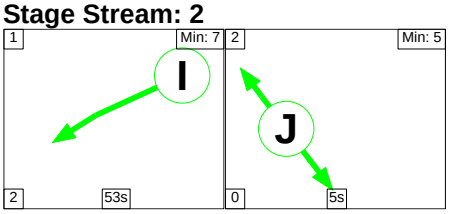
Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

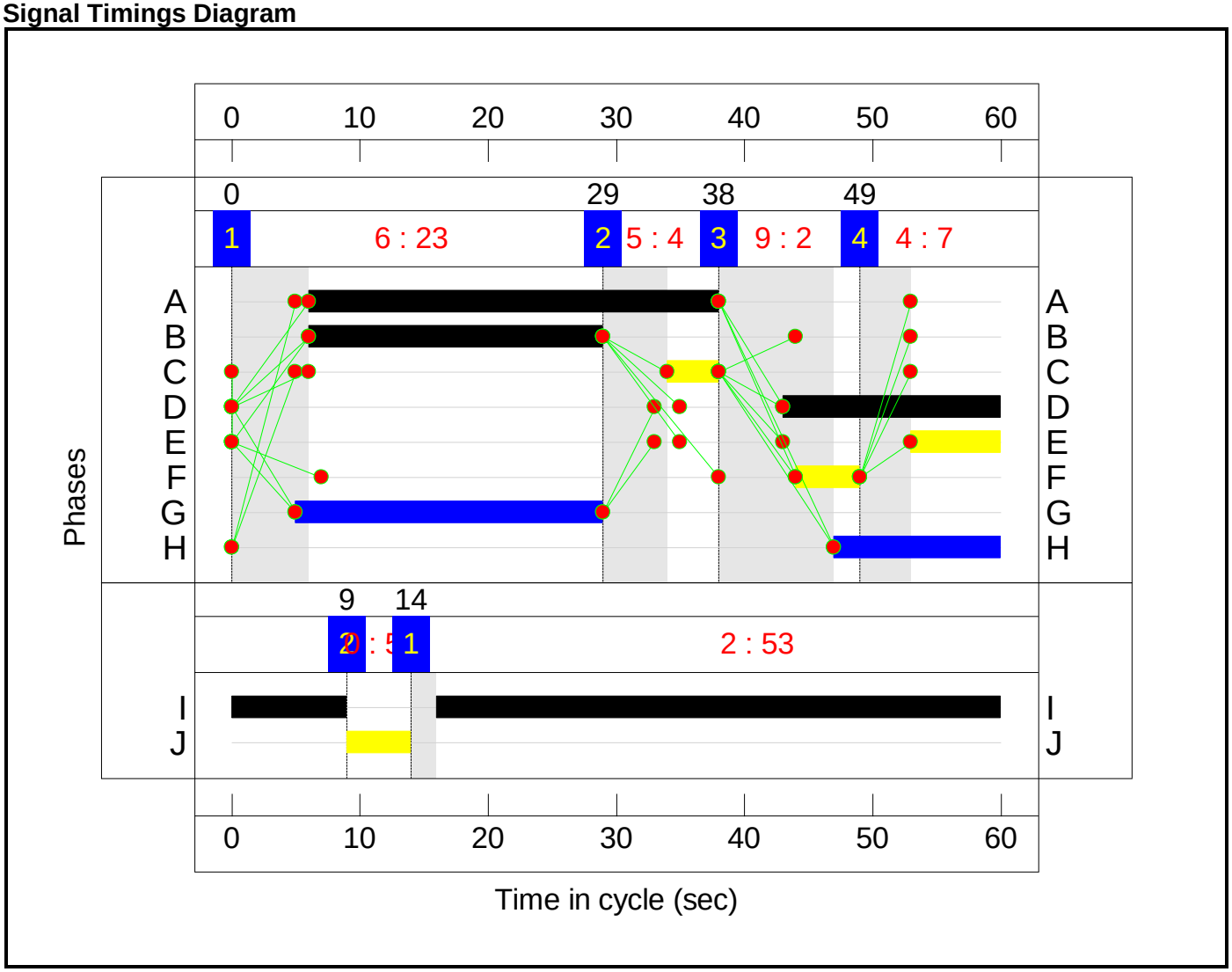
Stage	1	2	3	4
Duration	23	4	2	7
Change Point	0	29	38	49

Full Input Data And Results

Stage Stream: 2

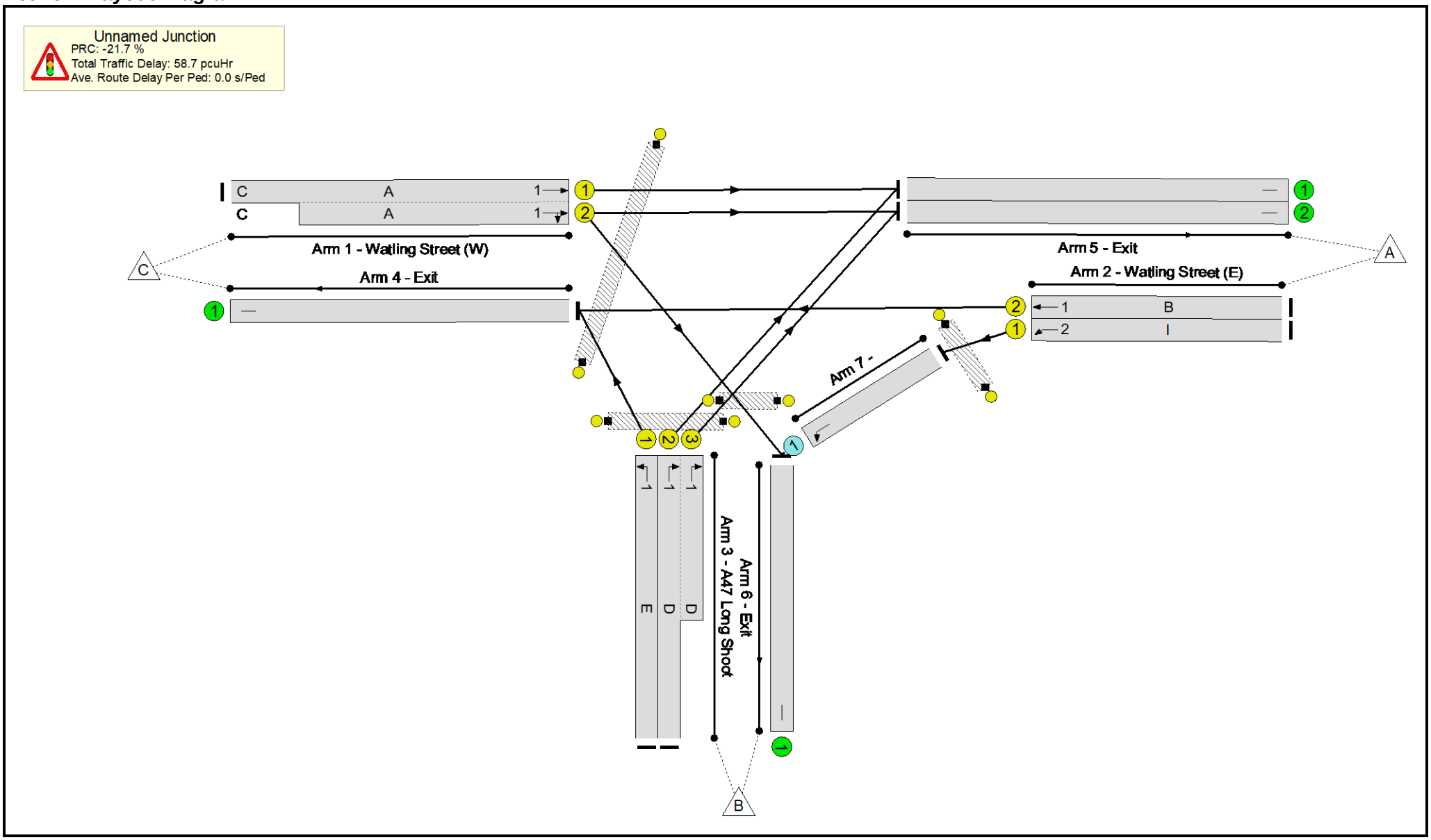
Stage	1	2
Duration	53	5
Change Point	14	9

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Longshoot Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**109.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**109.5%**
1/1+1/2	Watling Street (W) Ahead Right	U	1	N/A	A	C	1	32	4:4	743	1945:1945	974+971	38.2 : 38.2%
2/1	Watling Street (E) Ahead	U	2	N/A	I		1	53	-	857	2015	1814	47.3%
2/2	Watling Street (E) Ahead	U	1	N/A	B		1	23	-	861	1965	786	109.5%
3/1	A47 Long Shoot Left	U	1	N/A	E		1	7	-	94	1945	259	36.2%
3/2+3/3	A47 Long Shoot Right	U	1	N/A	D		1	17	-	709	1945:1945	583+583	60.7 : 60.8%
4/1	Exit	U	N/A	N/A	-		-	-	-	955	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	726	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	680	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	903	Inf	Inf	0.0%
7/1	Left	O	N/A	N/A	-		-	-	-	857	Inf	1103	77.7%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	G		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	H		1	13	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	J		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Longshoot Junction	**-**	**-**	**455**	**402**	**0**	**12.6**	**46.1**	**0.0**	**58.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**455**	**402**	**0**	**12.6**	**46.1**	**0.0**	**58.7**	**-**	**-**	**-**	**-**
1/1+1/2	743	743	-	-	-	1.6	0.3	-	1.9	9.0	3.4	0.3	3.7
2/1	857	857	-	-	-	0.1	0.4	-	0.6	2.4	2.4	0.4	2.8
2/2	861	786	-	-	-	6.4	42.6	-	49.0	204.7	15.6	42.6	58.2
3/1	94	94	-	-	-	0.6	0.3	-	0.9	34.6	1.4	0.3	1.7
3/2+3/3	709	709	-	-	-	3.5	0.8	-	4.3	21.9	5.0	0.8	5.8
4/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	726	726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	857	857	455	402	0	0.4	1.7	-	2.1	8.8	8.1	1.7	9.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

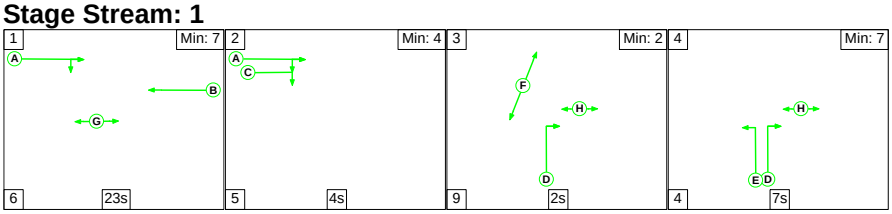
C1	Stream: 1 PRC for Signalled Lanes (%):	-21.7	Total Delay for Signalled Lanes (pcuHr):	56.03	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	90.4	Total Delay for Signalled Lanes (pcuHr):	0.57	Cycle Time (s): 60
	PRC Over All Lanes (%):	-21.7	Total Delay Over All Lanes(pcuHr):	58.70	

Full Input Data And Results

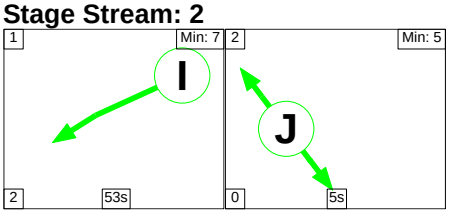
Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

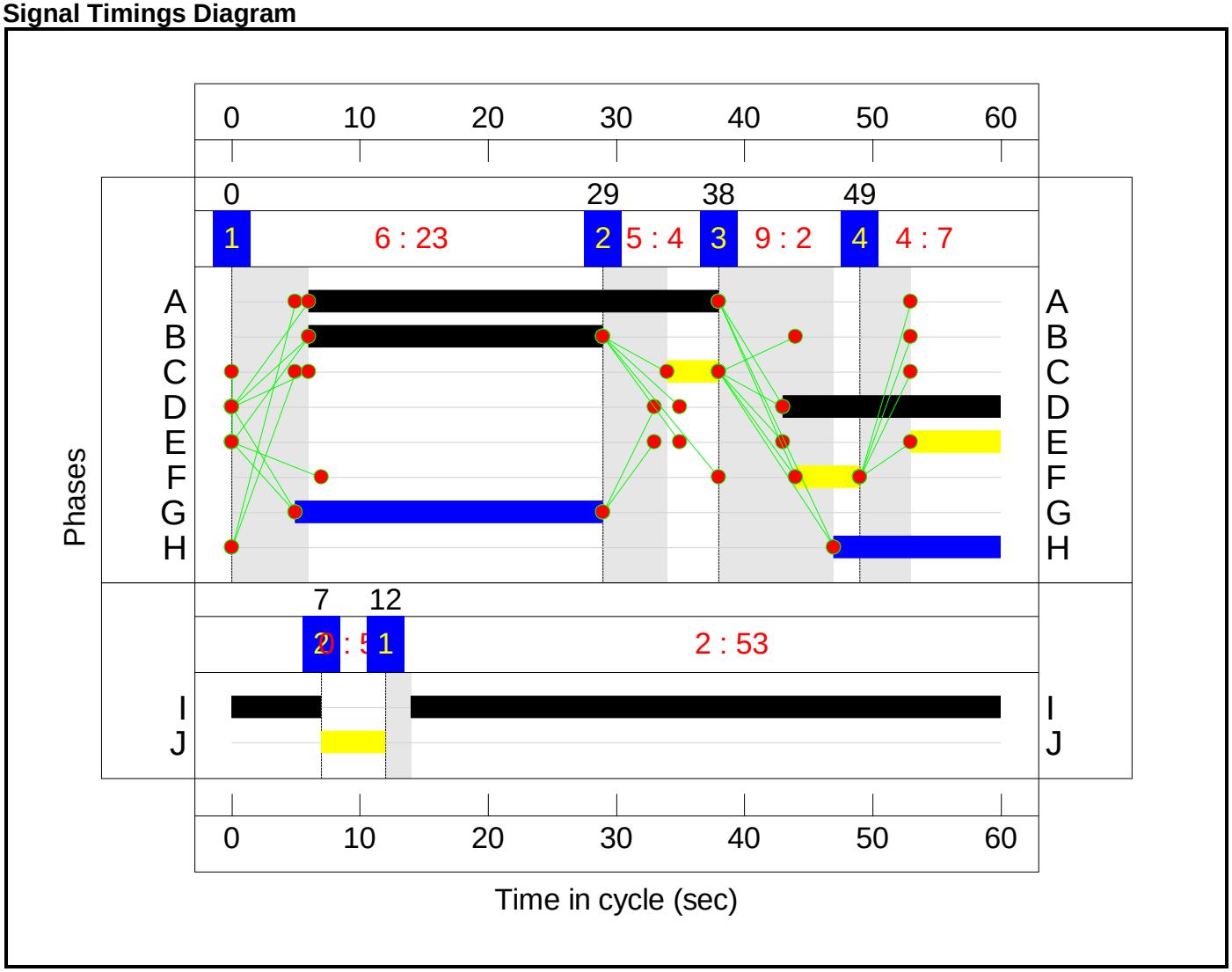
Stage	1	2	3	4
Duration	23	4	2	7
Change Point	0	29	38	49

Full Input Data And Results

Stage Stream: 2

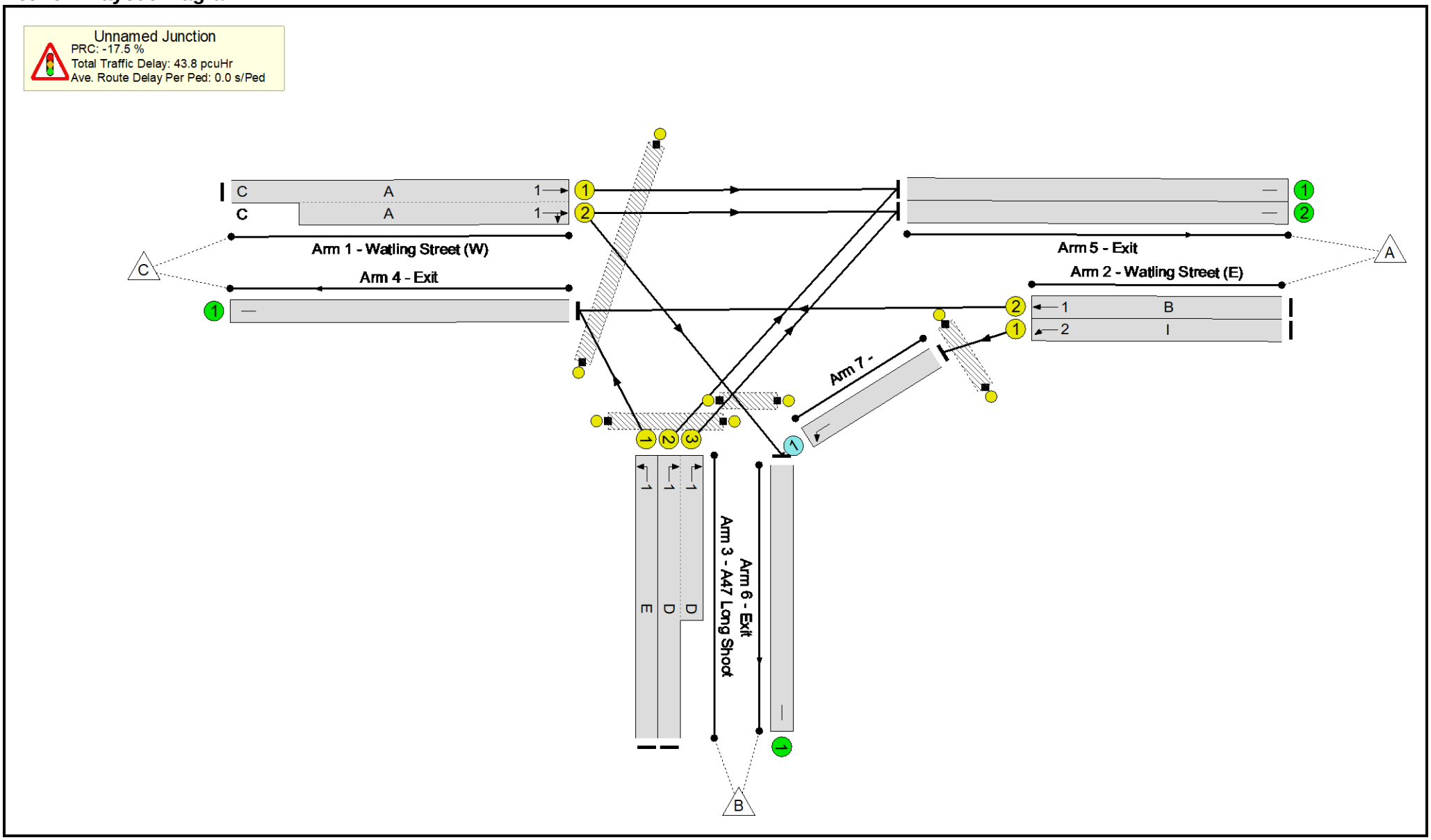
Stage	1	2
Duration	53	5
Change Point	12	7

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Longshoot Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**105.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**105.7%**
1/1+1/2	Watling Street (W) Ahead Right	U	1	N/A	A	C	1	32	4:4	795	1945:1945	974+971	40.9 : 40.9%
2/1	Watling Street (E) Ahead	U	2	N/A	I		1	53	-	762	2015	1814	42.0%
2/2	Watling Street (E) Ahead	U	1	N/A	B		1	23	-	831	1965	786	105.7%
3/1	A47 Long Shoot Left	U	1	N/A	E		1	7	-	60	1945	259	23.1%
3/2+3/3	A47 Long Shoot Right	U	1	N/A	D		1	17	-	712	1945:1945	583+583	61.0 : 61.0%
4/1	Exit	U	N/A	N/A	-		-	-	-	891	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	801	Inf	Inf	0.0%
7/1	Left	O	N/A	N/A	-		-	-	-	762	Inf	1084	70.3%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	G		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	H		1	13	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	J		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Longshoot Junction	**-**	**-**	**419**	**343**	**0**	**11.4**	**32.3**	**0.0**	**43.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**419**	**343**	**0**	**11.4**	**32.3**	**0.0**	**43.8**	**-**	**-**	**-**	**-**
1/1+1/2	795	795	-	-	-	1.7	0.3	-	2.0	9.2	3.6	0.3	4.0
2/1	762	762	-	-	-	0.1	0.4	-	0.5	2.2	1.9	0.4	2.3
2/2	831	786	-	-	-	5.4	29.5	-	34.9	151.4	14.6	29.5	44.1
3/1	60	60	-	-	-	0.4	0.2	-	0.5	32.3	0.9	0.2	1.0
3/2+3/3	712	712	-	-	-	3.6	0.8	-	4.3	21.9	5.0	0.8	5.8
4/1	846	846	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	762	762	419	343	0	0.3	1.2	-	1.4	6.8	5.9	1.2	7.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

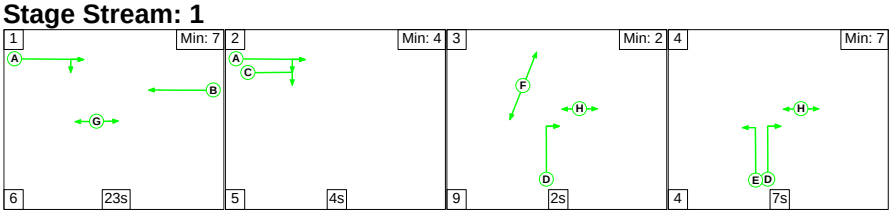
C1	Stream: 1 PRC for Signalled Lanes (%):	-17.5	Total Delay for Signalled Lanes (pcuHr):	41.86	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	114.2	Total Delay for Signalled Lanes (pcuHr):	0.46	Cycle Time (s): 60
	PRC Over All Lanes (%):	-17.5	Total Delay Over All Lanes(pcuHr):	43.75	

Full Input Data And Results

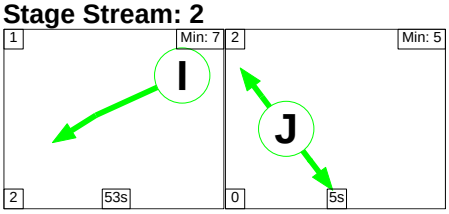
Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

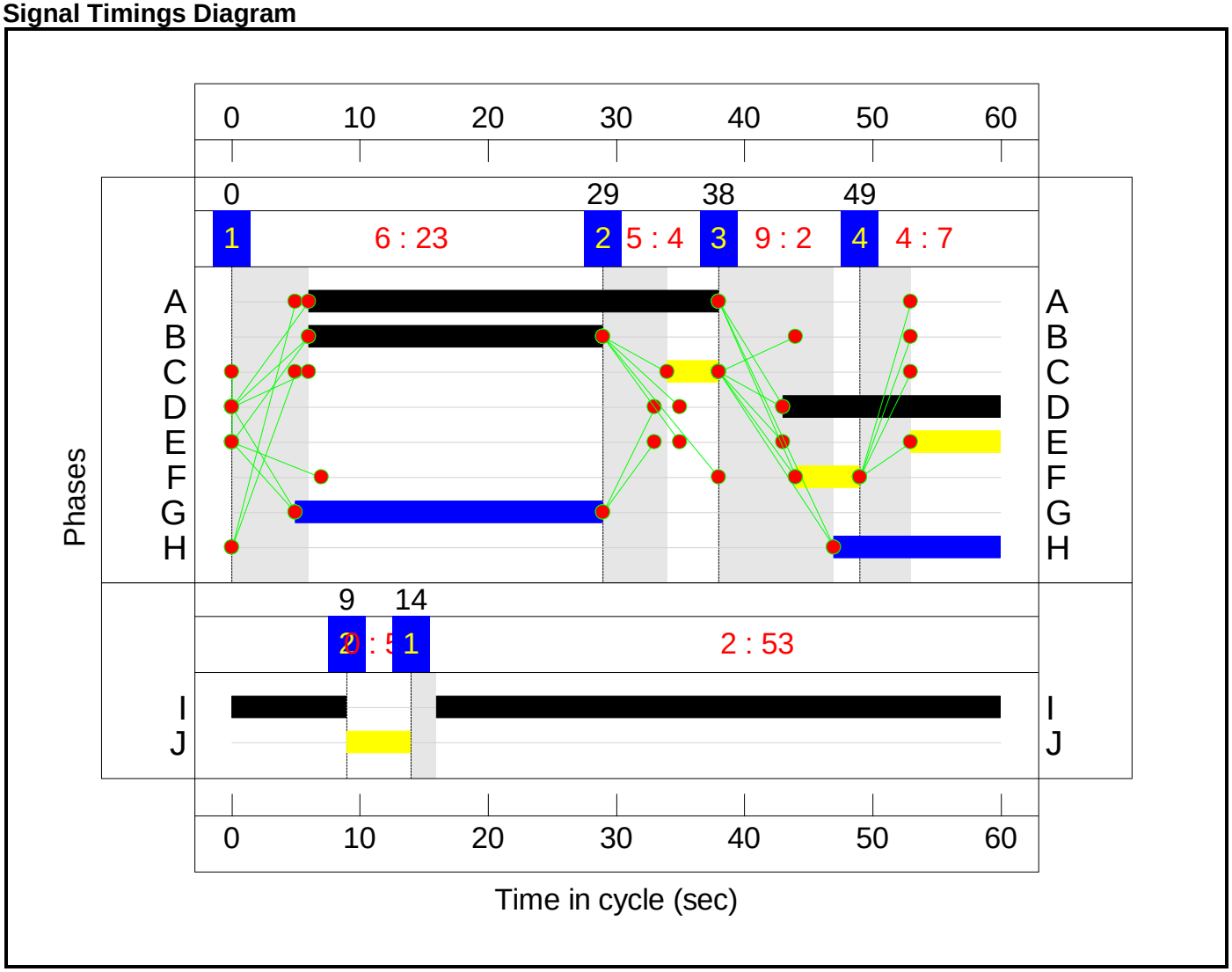
Stage	1	2	3	4
Duration	23	4	2	7
Change Point	0	29	38	49

Full Input Data And Results

Stage Stream: 2

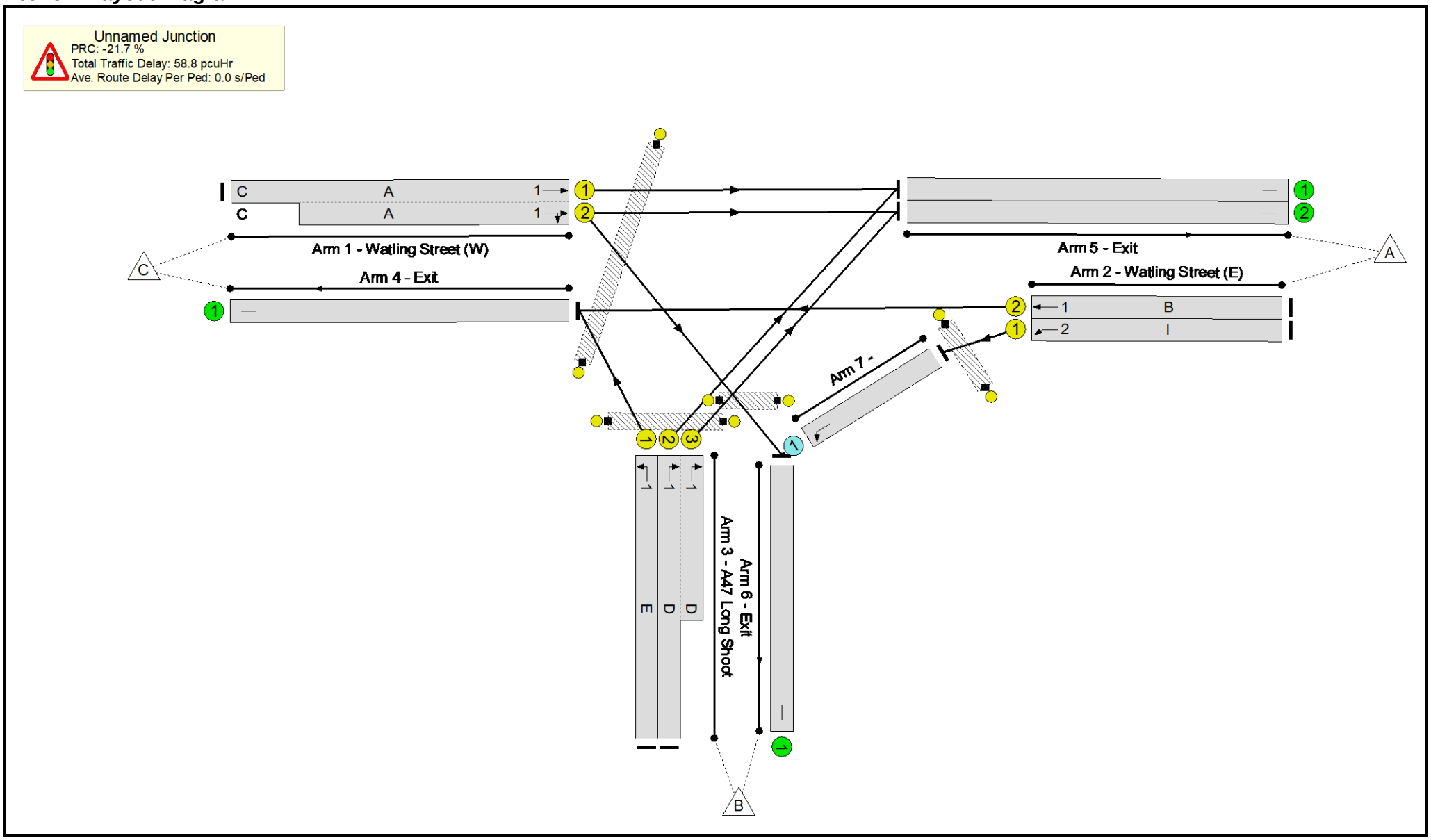
Stage	1	2
Duration	53	5
Change Point	14	9

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Longshoot Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**109.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**109.5%**
1/1+1/2	Watling Street (W) Ahead Right	U	1	N/A	A	C	1	32	4:4	750	1945:1945	973+973	38.6 : 38.6%
2/1	Watling Street (E) Ahead	U	2	N/A	I		1	53	-	854	2015	1814	47.1%
2/2	Watling Street (E) Ahead	U	1	N/A	B		1	23	-	861	1965	786	109.5%
3/1	A47 Long Shoot Left	U	1	N/A	E		1	7	-	92	1945	259	35.5%
3/2+3/3	A47 Long Shoot Right	U	1	N/A	D		1	17	-	720	1945:1945	583+583	61.7 : 61.7%
4/1	Exit	U	N/A	N/A	-		-	-	-	953	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	735	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	900	Inf	Inf	0.0%
7/1	Left	O	N/A	N/A	-		-	-	-	854	Inf	1098	77.8%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	G		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	H		1	13	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	J		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Longshoot Junction	**-**	**-**	**451**	**403**	**0**	**12.7**	**46.1**	**0.0**	**58.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**451**	**403**	**0**	**12.7**	**46.1**	**0.0**	**58.8**	**-**	**-**	**-**	**-**
1/1+1/2	750	750	-	-	-	1.6	0.3	-	1.9	9.0	3.4	0.3	3.8
2/1	854	854	-	-	-	0.1	0.4	-	0.6	2.4	2.4	0.4	2.8
2/2	861	786	-	-	-	6.4	42.6	-	49.0	204.7	15.6	42.6	58.2
3/1	92	92	-	-	-	0.6	0.3	-	0.9	34.4	1.4	0.3	1.7
3/2+3/3	720	720	-	-	-	3.6	0.8	-	4.4	22.1	5.1	0.8	5.9
4/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	854	854	451	403	0	0.4	1.7	-	2.1	8.9	8.1	1.7	9.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

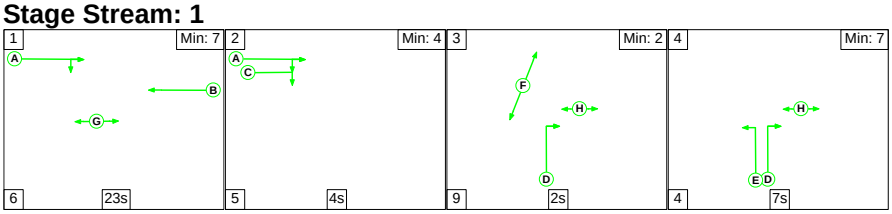
C1	Stream: 1 PRC for Signalled Lanes (%):	-21.7	Total Delay for Signalled Lanes (pcuHr):	56.13	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	91.1	Total Delay for Signalled Lanes (pcuHr):	0.57	Cycle Time (s): 60
	PRC Over All Lanes (%):	-21.7	Total Delay Over All Lanes(pcuHr):	58.81	

Full Input Data And Results

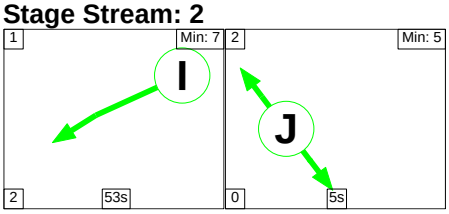
Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

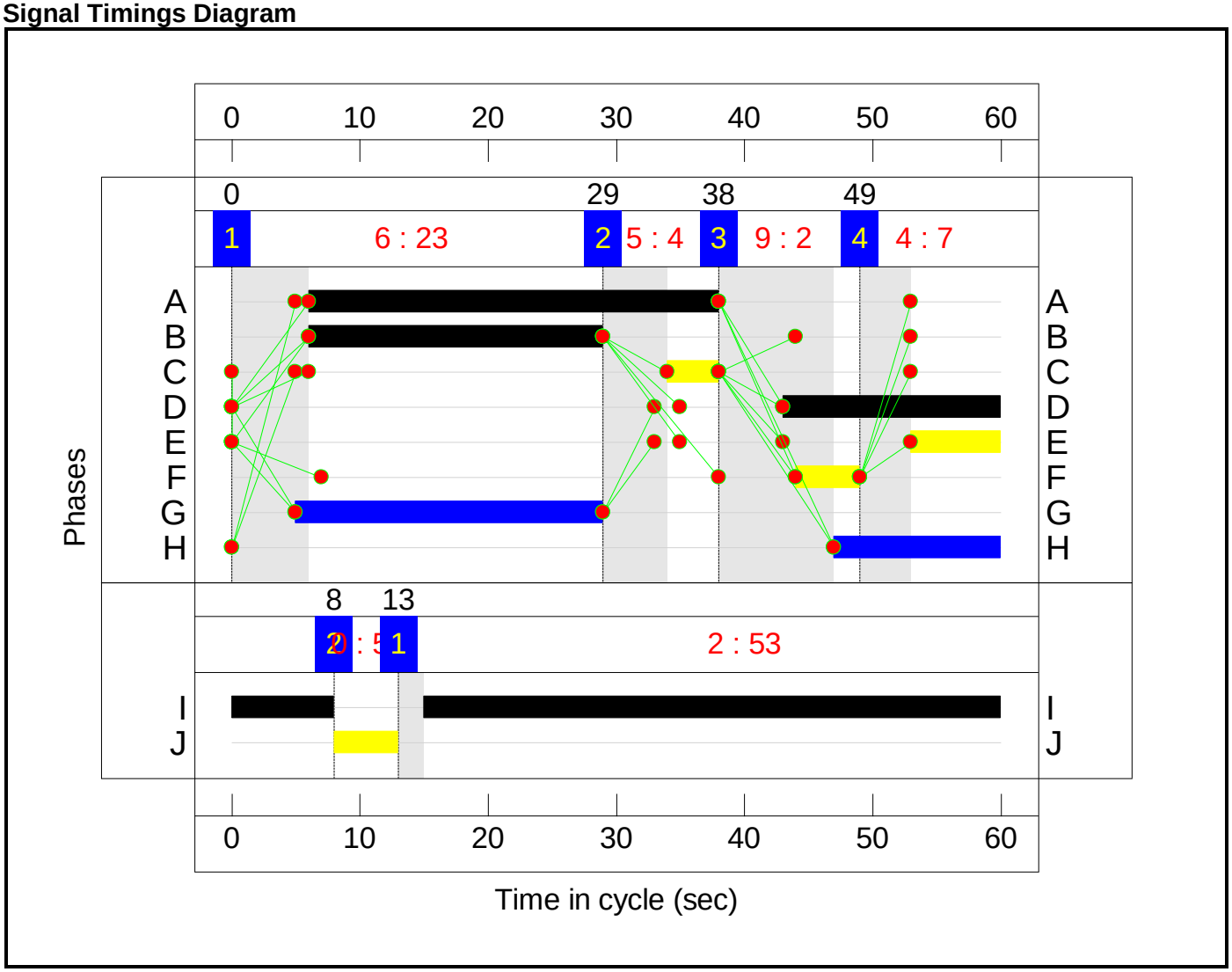
Stage	1	2	3	4
Duration	23	4	2	7
Change Point	0	29	38	49

Full Input Data And Results

Stage Stream: 2

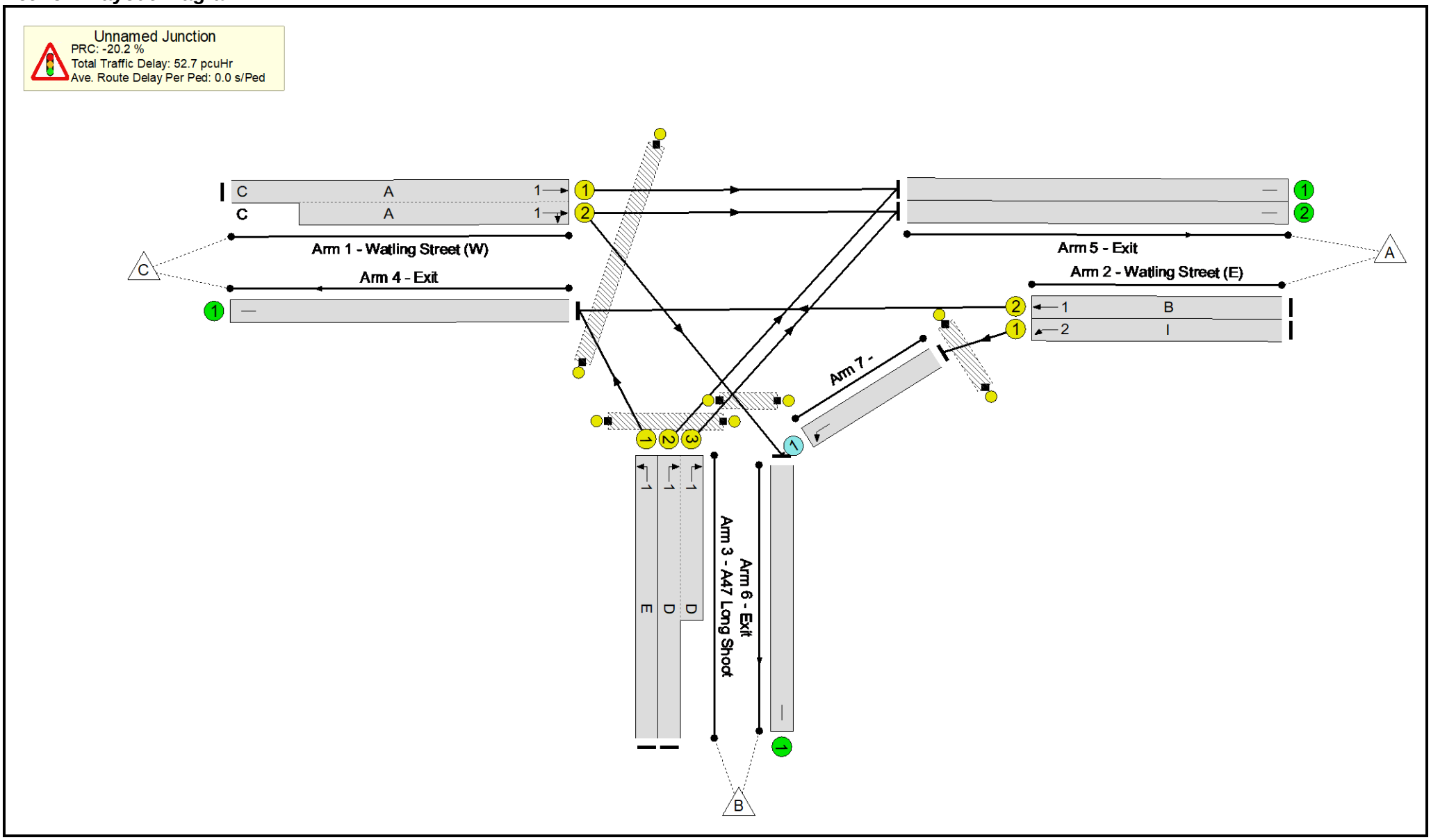
Stage	1	2
Duration	53	5
Change Point	13	8

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Longshoot Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**108.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**108.1%**
1/1+1/2	Watling Street (W) Ahead Right	U	1	N/A	A	C	1	32	4:4	806	1945:1945	973+973	41.4 : 41.4%
2/1	Watling Street (E) Ahead	U	2	N/A	I		1	53	-	760	2015	1814	41.9%
2/2	Watling Street (E) Ahead	U	1	N/A	B		1	23	-	850	1965	786	108.1%
3/1	A47 Long Shoot Left	U	1	N/A	E		1	7	-	61	1945	259	23.5%
3/2+3/3	A47 Long Shoot Right	U	1	N/A	D		1	17	-	729	1945:1945	583+583	62.4 : 62.6%
4/1	Exit	U	N/A	N/A	-		-	-	-	911	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	767	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	729	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	799	Inf	Inf	0.0%
7/1	Left	O	N/A	N/A	-		-	-	-	760	Inf	1079	70.4%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	G		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	H		1	13	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	J		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Longshoot Junction	**-**	**-**	**418**	**342**	**0**	**12.2**	**40.5**	**0.0**	**52.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**418**	**342**	**0**	**12.2**	**40.5**	**0.0**	**52.7**	**-**	**-**	**-**	**-**
1/1+1/2	806	806	-	-	-	1.7	0.4	-	2.1	9.2	3.8	0.4	4.2
2/1	760	760	-	-	-	0.1	0.4	-	0.5	2.2	1.9	0.4	2.3
2/2	850	786	-	-	-	6.0	37.6	-	43.7	185.0	15.2	37.6	52.9
3/1	61	61	-	-	-	0.4	0.2	-	0.5	32.4	0.9	0.2	1.1
3/2+3/3	729	729	-	-	-	3.7	0.8	-	4.5	22.2	5.2	0.8	6.0
4/1	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	767	767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	799	799	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	760	760	418	342	0	0.3	1.2	-	1.4	6.9	6.1	1.2	7.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

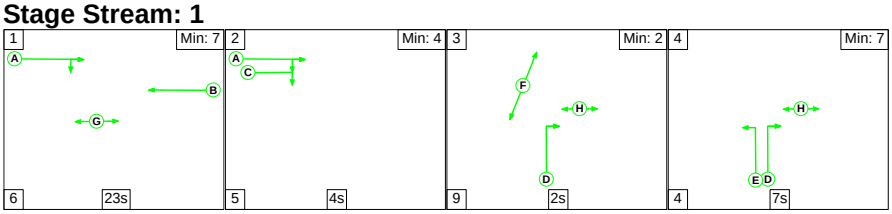
C1	Stream: 1 PRC for Signalled Lanes (%):	-20.2	Total Delay for Signalled Lanes (pcuHr):	50.79	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	114.8	Total Delay for Signalled Lanes (pcuHr):	0.46	Cycle Time (s): 60
	PRC Over All Lanes (%):	-20.2	Total Delay Over All Lanes(pcuHr):	52.71	

Full Input Data And Results

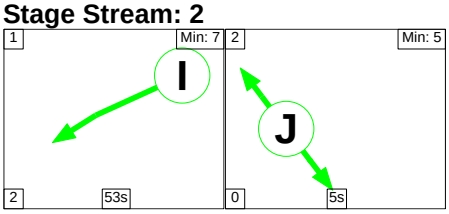
Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

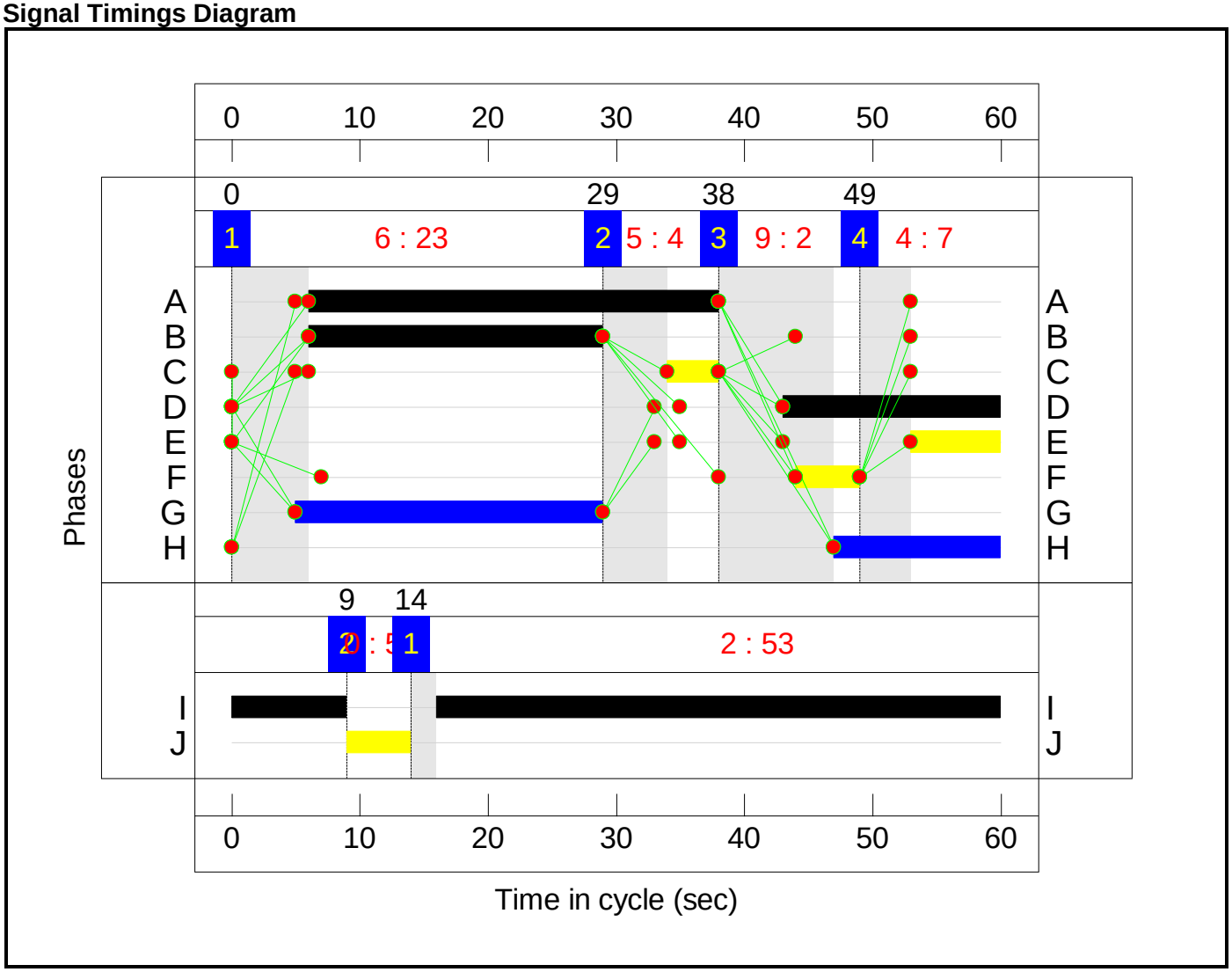
Stage	1	2	3	4
Duration	23	4	2	7
Change Point	0	29	38	49

Full Input Data And Results

Stage Stream: 2

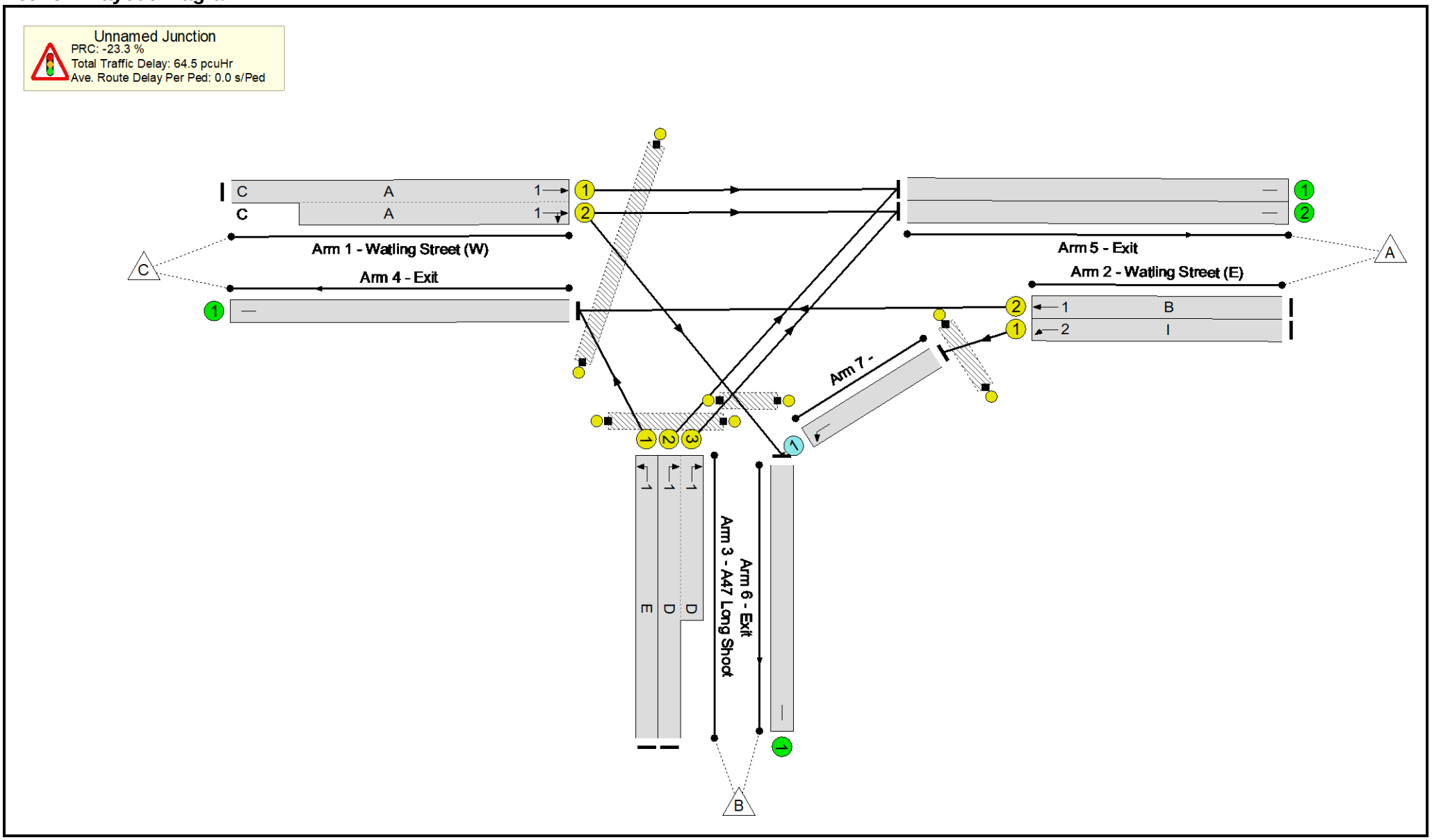
Stage	1	2
Duration	53	5
Change Point	14	9

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Longshoot Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.9%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.9%**
1/1+1/2	Watling Street (W) Ahead Right	U	1	N/A	A	C	1	32	4:4	770	1945:1945	973+973	39.6 : 39.6%
2/1	Watling Street (E) Ahead	U	2	N/A	I		1	53	-	864	2015	1814	47.6%
2/2	Watling Street (E) Ahead	U	1	N/A	B		1	23	-	872	1965	786	110.9%
3/1	A47 Long Shoot Left	U	1	N/A	E		1	7	-	92	1945	259	35.5%
3/2+3/3	A47 Long Shoot Right	U	1	N/A	D		1	17	-	719	1945:1945	583+583	61.5 : 61.7%
4/1	Exit	U	N/A	N/A	-		-	-	-	964	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	700	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	909	Inf	Inf	0.0%
7/1	Left	O	N/A	N/A	-		-	-	-	864	Inf	1089	79.3%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	G		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	H		1	13	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	J		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Longshoot Junction	**-**	**-**	**442**	**422**	**0**	**13.2**	**51.3**	**0.0**	**64.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**442**	**422**	**0**	**13.2**	**51.3**	**0.0**	**64.5**	**-**	**-**	**-**	**-**
1/1+1/2	770	770	-	-	-	1.6	0.3	-	1.9	9.1	3.5	0.3	3.9
2/1	864	864	-	-	-	0.1	0.5	-	0.6	2.4	2.4	0.5	2.9
2/2	872	786	-	-	-	6.8	47.6	-	54.3	224.3	16.0	47.6	63.5
3/1	92	92	-	-	-	0.6	0.3	-	0.9	34.4	1.4	0.3	1.7
3/2+3/3	719	719	-	-	-	3.6	0.8	-	4.4	22.0	5.1	0.8	5.9
4/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	864	864	442	422	0	0.5	1.9	-	2.4	9.8	8.6	1.9	10.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

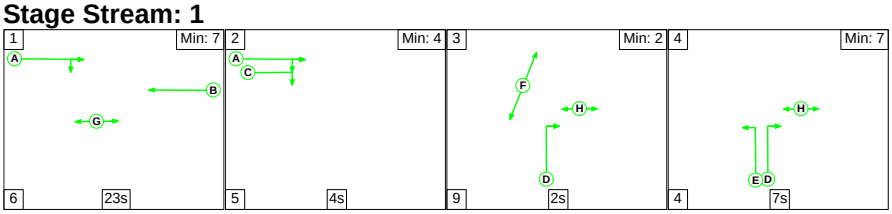
C1	Stream: 1 PRC for Signalled Lanes (%):	-23.3	Total Delay for Signalled Lanes (pcuHr):	61.57	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	88.9	Total Delay for Signalled Lanes (pcuHr):	0.58	Cycle Time (s): 60
	PRC Over All Lanes (%):	-23.3	Total Delay Over All Lanes(pcuHr):	64.51	

Full Input Data And Results

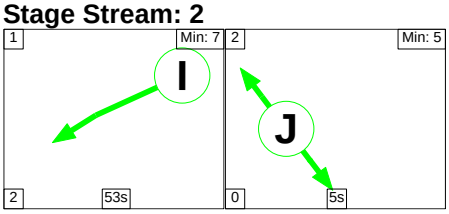
Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

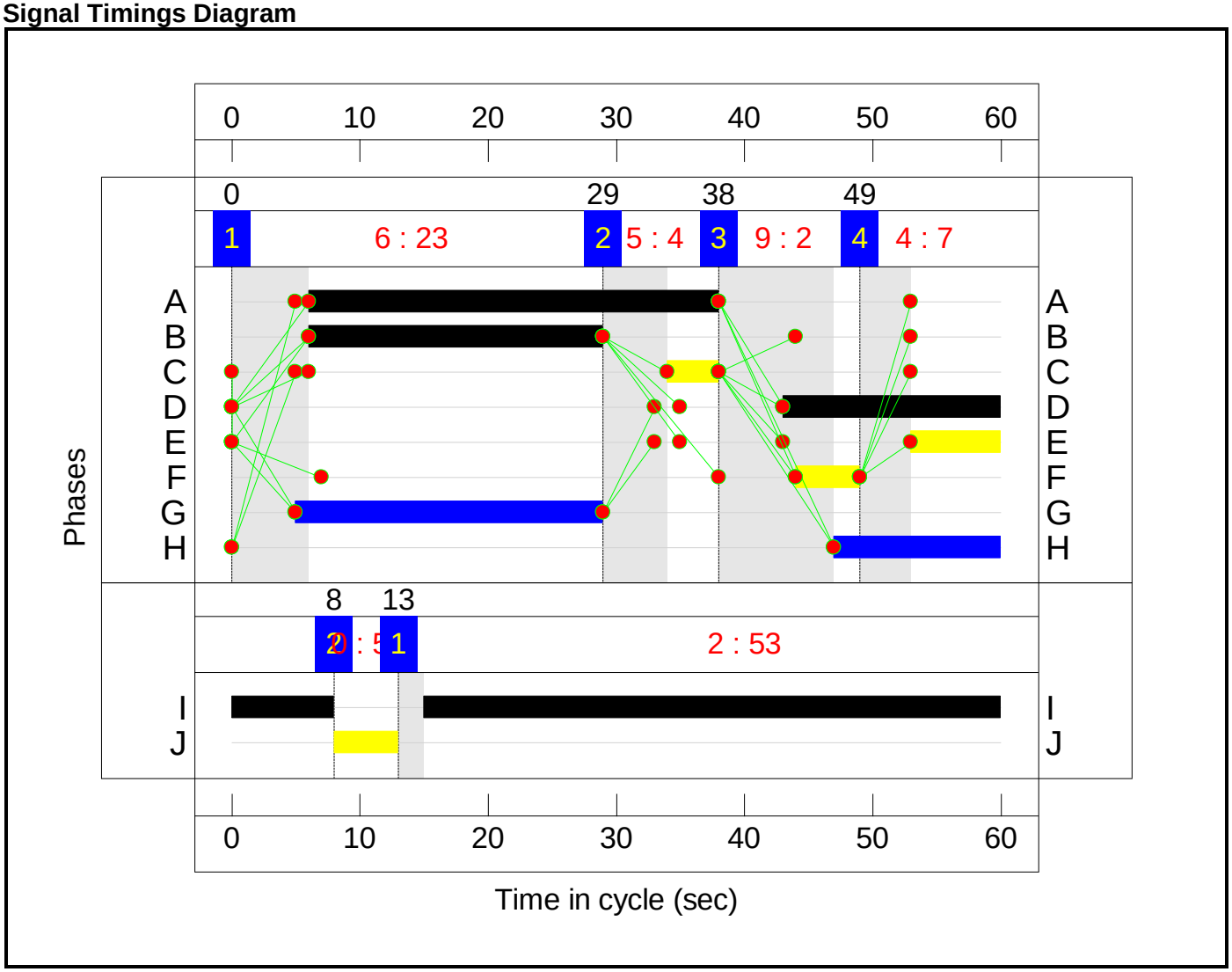
Stage	1	2	3	4
Duration	23	4	2	7
Change Point	0	29	38	49

Full Input Data And Results

Stage Stream: 2

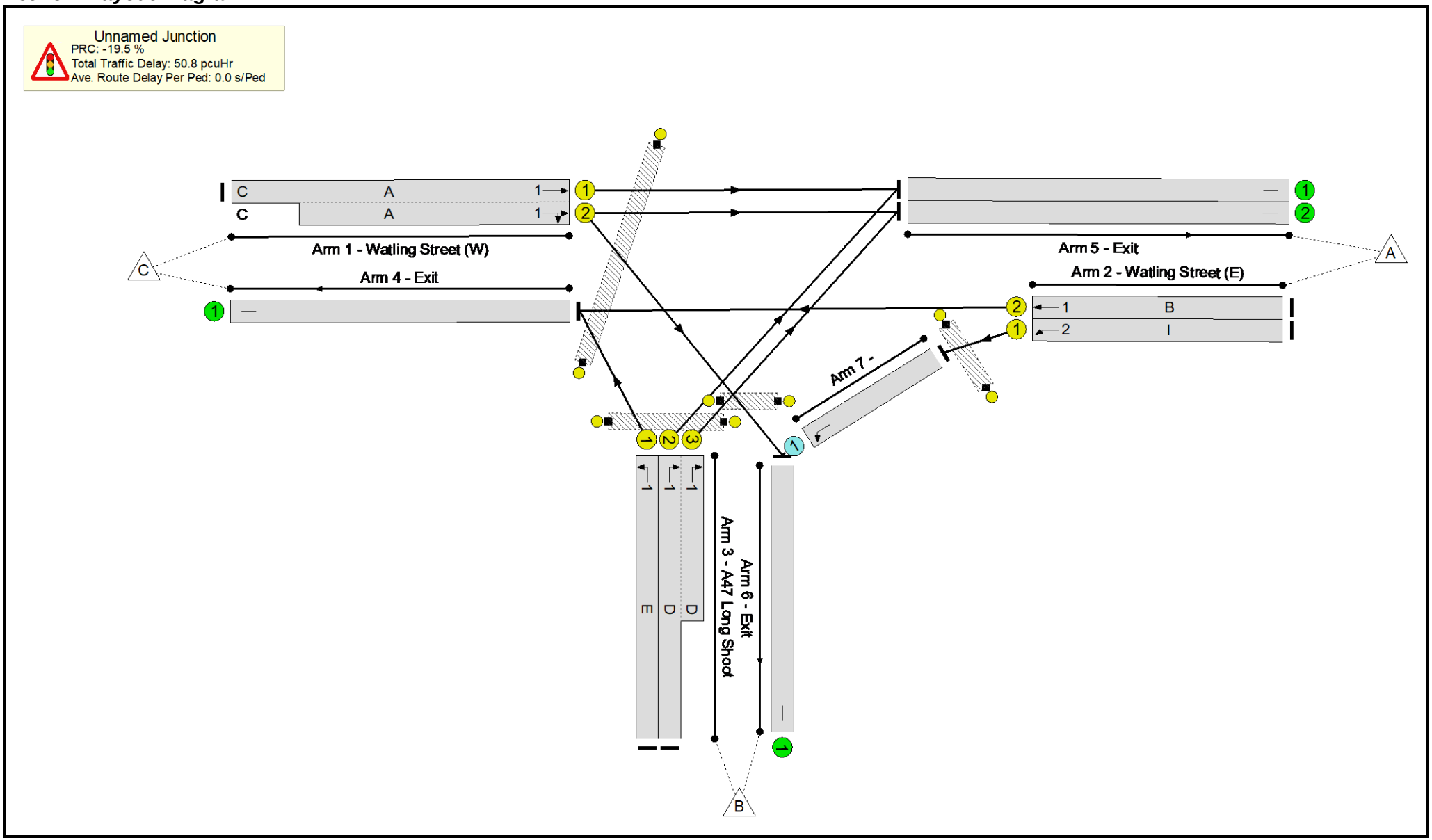
Stage	1	2
Duration	53	5
Change Point	13	8

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Longshoot Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**107.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**107.5%**
1/1+1/2	Watling Street (W) Ahead Right	U	1	N/A	A	C	1	32	4:4	867	1945:1945	974+971	44.6 : 44.6%
2/1	Watling Street (E) Ahead	U	2	N/A	I		1	53	-	785	2015	1814	43.3%
2/2	Watling Street (E) Ahead	U	1	N/A	B		1	23	-	845	1965	786	107.5%
3/1	A47 Long Shoot Left	U	1	N/A	E		1	7	-	58	1945	259	22.4%
3/2+3/3	A47 Long Shoot Right	U	1	N/A	D		1	17	-	696	1945:1945	583+583	59.6 : 59.6%
4/1	Exit	U	N/A	N/A	-		-	-	-	903	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	782	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
7/1	Left	O	N/A	N/A	-		-	-	-	785	Inf	1050	74.7%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	G		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	H		1	13	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	J		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Longshoot Junction	**-**	**-**	**403**	**382**	**0**	**12.2**	**38.6**	**0.0**	**50.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**403**	**382**	**0**	**12.2**	**38.6**	**0.0**	**50.8**	**-**	**-**	**-**	**-**
1/1+1/2	867	867	-	-	-	1.9	0.4	-	2.3	9.5	4.1	0.4	4.5
2/1	785	785	-	-	-	0.1	0.4	-	0.5	2.2	2.0	0.4	2.3
2/2	845	786	-	-	-	5.9	35.5	-	41.3	176.1	15.1	35.5	50.5
3/1	58	58	-	-	-	0.4	0.1	-	0.5	32.2	0.9	0.1	1.0
3/2+3/3	696	696	-	-	-	3.5	0.7	-	4.2	21.7	4.9	0.7	5.7
4/1	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	785	785	403	382	0	0.5	1.5	-	1.9	8.9	7.6	1.5	9.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

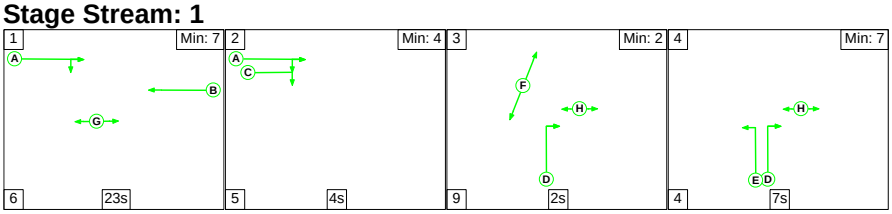
C1	Stream: 1 PRC for Signalled Lanes (%):	-19.5	Total Delay for Signalled Lanes (pcuHr):	48.33	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	107.9	Total Delay for Signalled Lanes (pcuHr):	0.49	Cycle Time (s): 60
	PRC Over All Lanes (%):	-19.5	Total Delay Over All Lanes(pcuHr):	50.77	

Full Input Data And Results

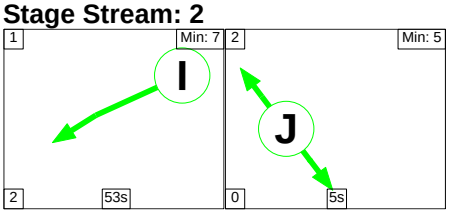
Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

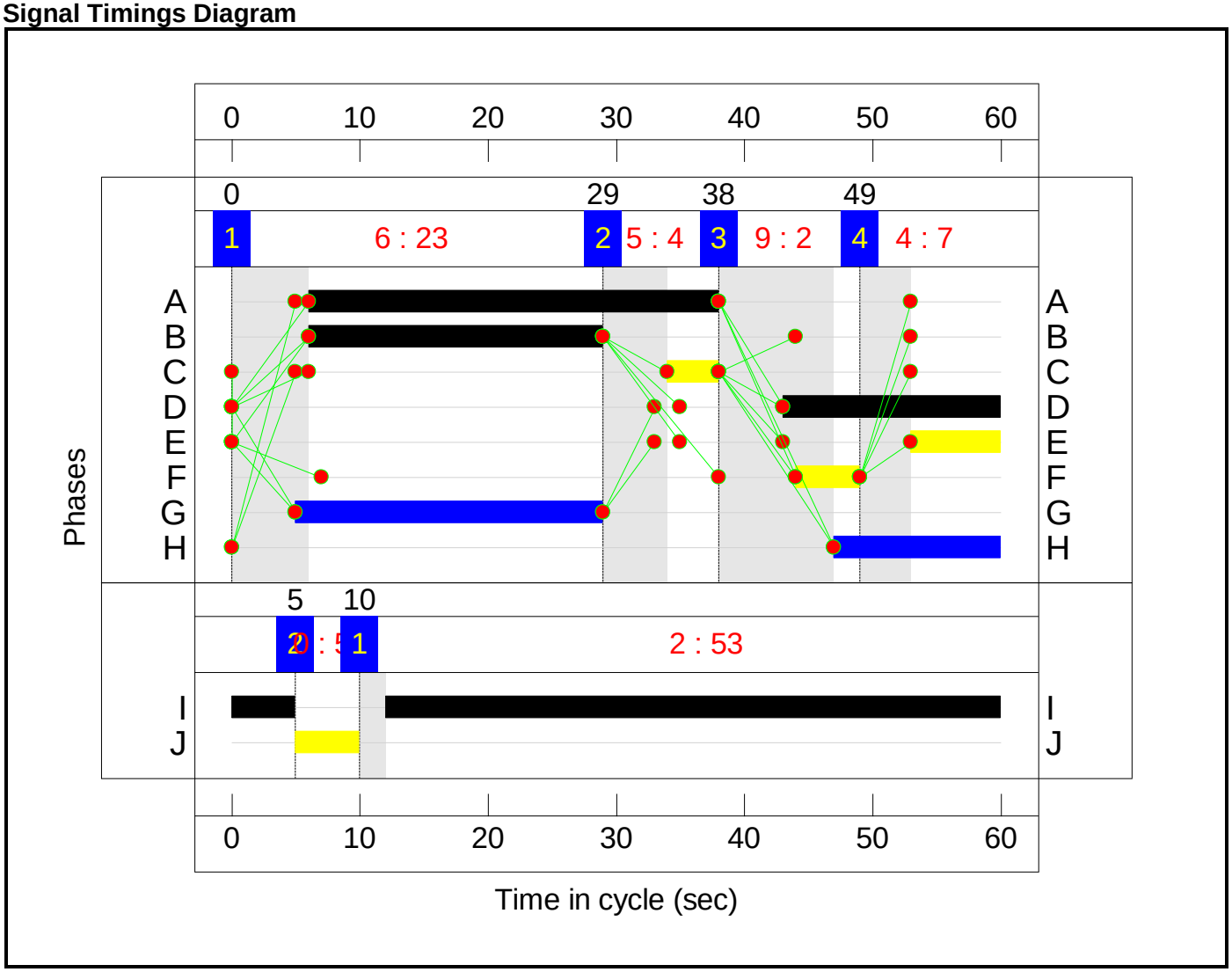
Stage	1	2	3	4
Duration	23	4	2	7
Change Point	0	29	38	49

Full Input Data And Results

Stage Stream: 2

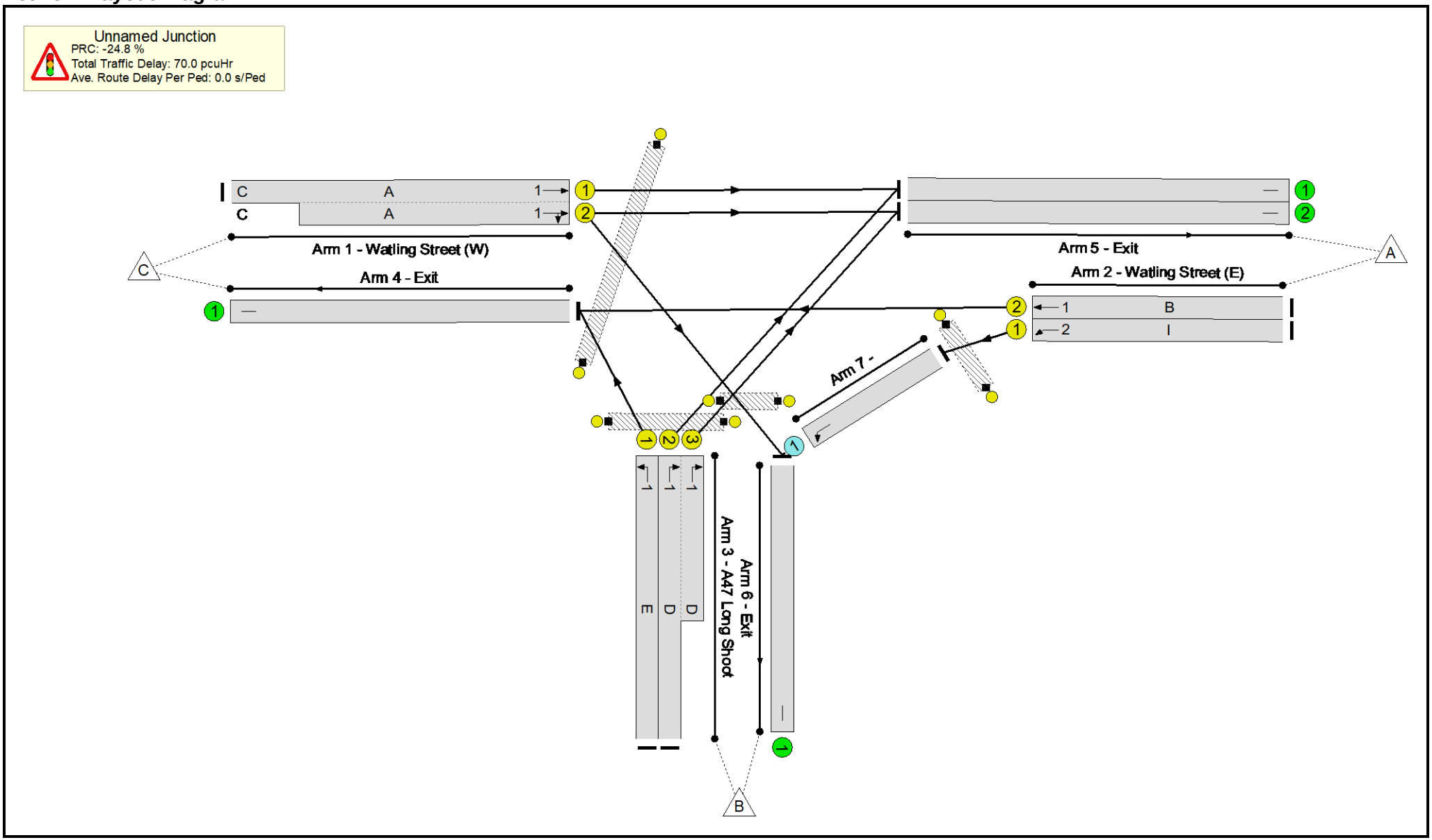
Stage	1	2
Duration	53	5
Change Point	10	5

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Longshoot Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**112.3%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**112.3%**
1/1+1/2	Watling Street (W) Ahead Right	U	1	N/A	A	C	1	32	4:4	750	1945:1945	973+973	38.6 : 38.6%
2/1	Watling Street (E) Ahead	U	2	N/A	I		1	53	-	881	2015	1814	48.6%
2/2	Watling Street (E) Ahead	U	1	N/A	B		1	23	-	883	1965	786	112.3%
3/1	A47 Long Shoot Left	U	1	N/A	E		1	7	-	91	1945	259	35.1%
3/2+3/3	A47 Long Shoot Right	U	1	N/A	D		1	17	-	714	1945:1945	583+583	61.2 : 61.2%
4/1	Exit	U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	927	Inf	Inf	0.0%
7/1	Left	O	N/A	N/A	-		-	-	-	881	Inf	1098	80.2%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	G		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	H		1	13	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	J		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Longshoot Junction	**-**	**-**	**451**	**430**	**0**	**13.5**	**56.5**	**0.0**	**70.0**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**451**	**430**	**0**	**13.5**	**56.5**	**0.0**	**70.0**	**-**	**-**	**-**	**-**
1/1+1/2	750	750	-	-	-	1.6	0.3	-	1.9	9.0	3.4	0.3	3.8
2/1	881	881	-	-	-	0.1	0.5	-	0.6	2.5	2.4	0.5	2.9
2/2	883	786	-	-	-	7.1	52.7	-	59.8	243.9	16.3	52.7	69.0
3/1	91	91	-	-	-	0.6	0.3	-	0.9	34.3	1.4	0.3	1.6
3/2+3/3	714	714	-	-	-	3.6	0.8	-	4.4	22.0	5.1	0.8	5.8
4/1	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	927	927	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	881	881	451	430	0	0.5	2.0	-	2.5	10.0	8.8	2.0	10.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

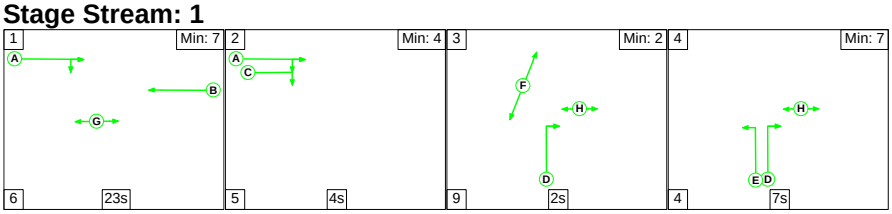
C1	Stream: 1 PRC for Signalled Lanes (%):	-24.8	Total Delay for Signalled Lanes (pcuHr):	66.92	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	85.3	Total Delay for Signalled Lanes (pcuHr):	0.60	Cycle Time (s): 60
	PRC Over All Lanes (%):	-24.8	Total Delay Over All Lanes(pcuHr):	69.98	

Full Input Data And Results

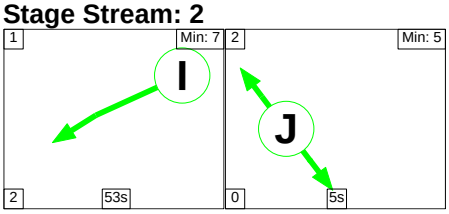
Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

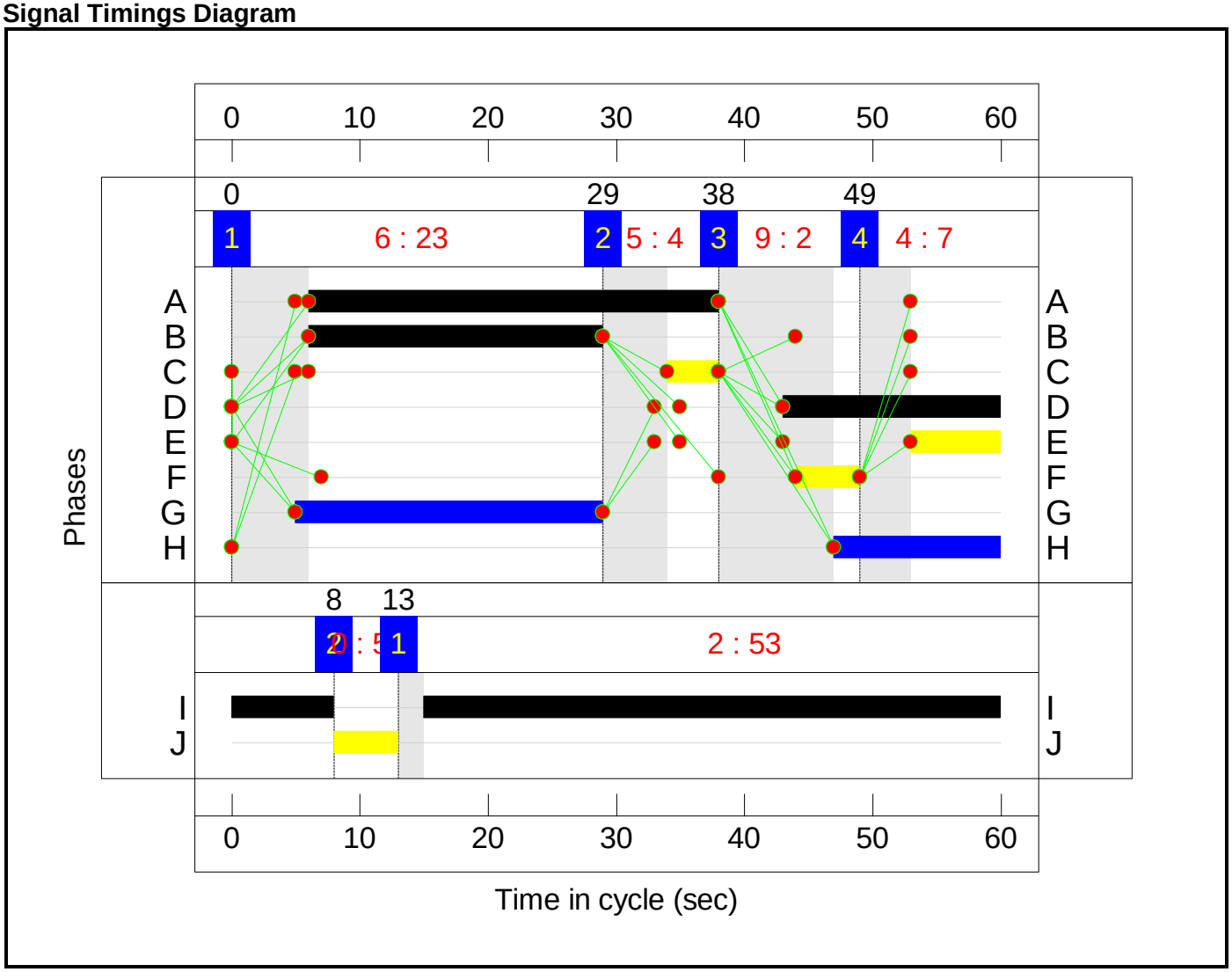
Stage	1	2	3	4
Duration	23	4	2	7
Change Point	0	29	38	49

Full Input Data And Results

Stage Stream: 2

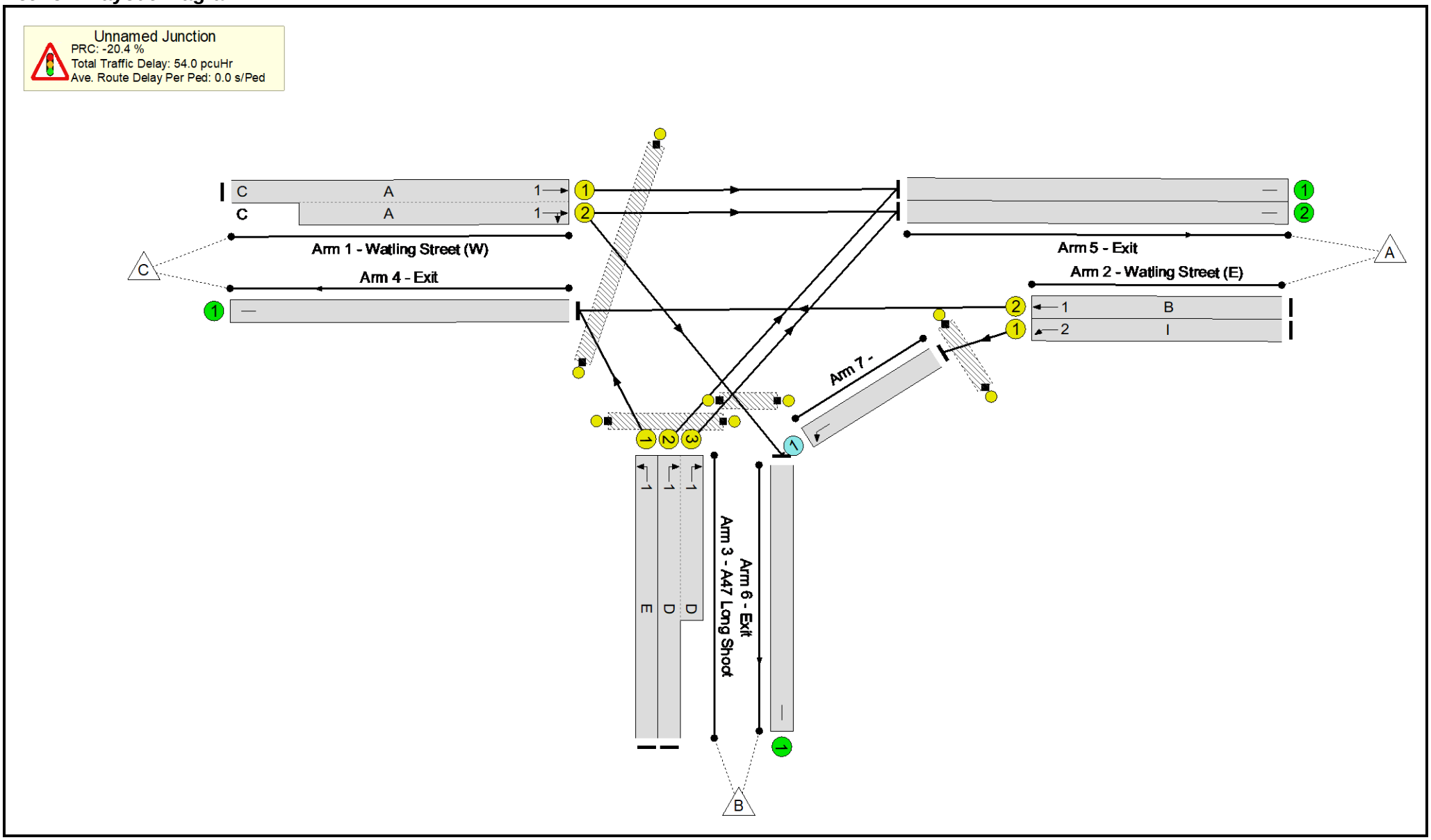
Stage	1	2
Duration	53	5
Change Point	13	8

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Longshoot Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**108.4%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**108.4%**
1/1+1/2	Watling Street (W) Ahead Right	U	1	N/A	A	C	1	32	4:4	873	1945:1945	974+971	44.9 : 44.9%
2/1	Watling Street (E) Ahead	U	2	N/A	I		1	53	-	773	2015	1814	42.6%
2/2	Watling Street (E) Ahead	U	1	N/A	B		1	23	-	852	1965	786	108.4%
3/1	A47 Long Shoot Left	U	1	N/A	E		1	7	-	59	1945	259	22.8%
3/2+3/3	A47 Long Shoot Right	U	1	N/A	D		1	17	-	693	1945:1945	583+583	59.3 : 59.5%
4/1	Exit	U	N/A	N/A	-		-	-	-	911	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	783	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	740	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%
7/1	Left	O	N/A	N/A	-		-	-	-	773	Inf	1049	73.7%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	G		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	H		1	13	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	J		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Longshoot Junction	**-**	**-**	**402**	**371**	**0**	**12.4**	**41.6**	**0.0**	**54.0**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**402**	**371**	**0**	**12.4**	**41.6**	**0.0**	**54.0**	**-**	**-**	**-**	**-**
1/1+1/2	873	873	-	-	-	1.9	0.4	-	2.3	9.5	4.1	0.4	4.5
2/1	773	773	-	-	-	0.1	0.4	-	0.5	2.2	1.9	0.4	2.3
2/2	852	786	-	-	-	6.1	38.5	-	44.6	188.6	15.3	38.5	53.8
3/1	59	59	-	-	-	0.4	0.1	-	0.5	32.3	0.9	0.1	1.0
3/2+3/3	693	693	-	-	-	3.4	0.7	-	4.2	21.7	4.9	0.7	5.6
4/1	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	773	773	402	371	0	0.5	1.4	-	1.8	8.6	7.5	1.4	8.9
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

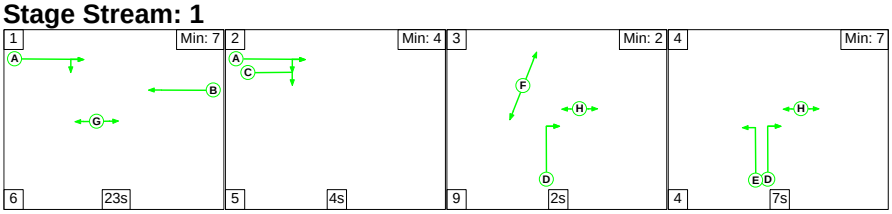
C1	Stream: 1 PRC for Signalled Lanes (%):	-20.4	Total Delay for Signalled Lanes (pcuHr):	51.64	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	111.1	Total Delay for Signalled Lanes (pcuHr):	0.48	Cycle Time (s): 60
	PRC Over All Lanes (%):	-20.4	Total Delay Over All Lanes(pcuHr):	53.96	

Full Input Data And Results

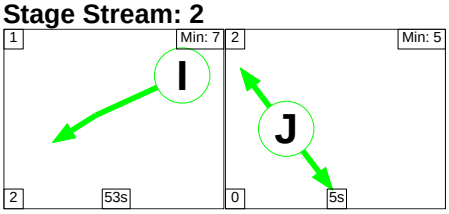
Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

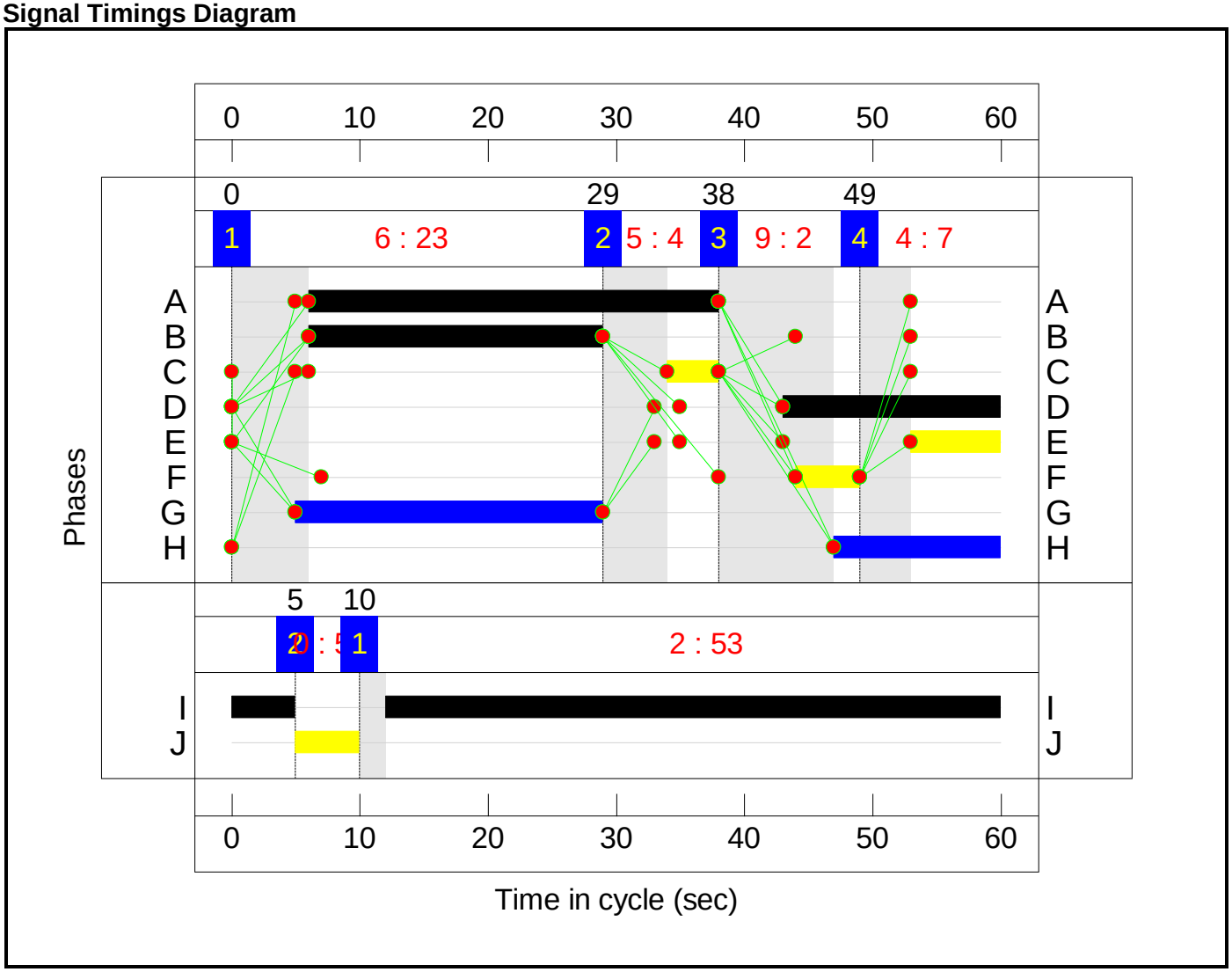
Stage	1	2	3	4
Duration	23	4	2	7
Change Point	0	29	38	49

Full Input Data And Results

Stage Stream: 2

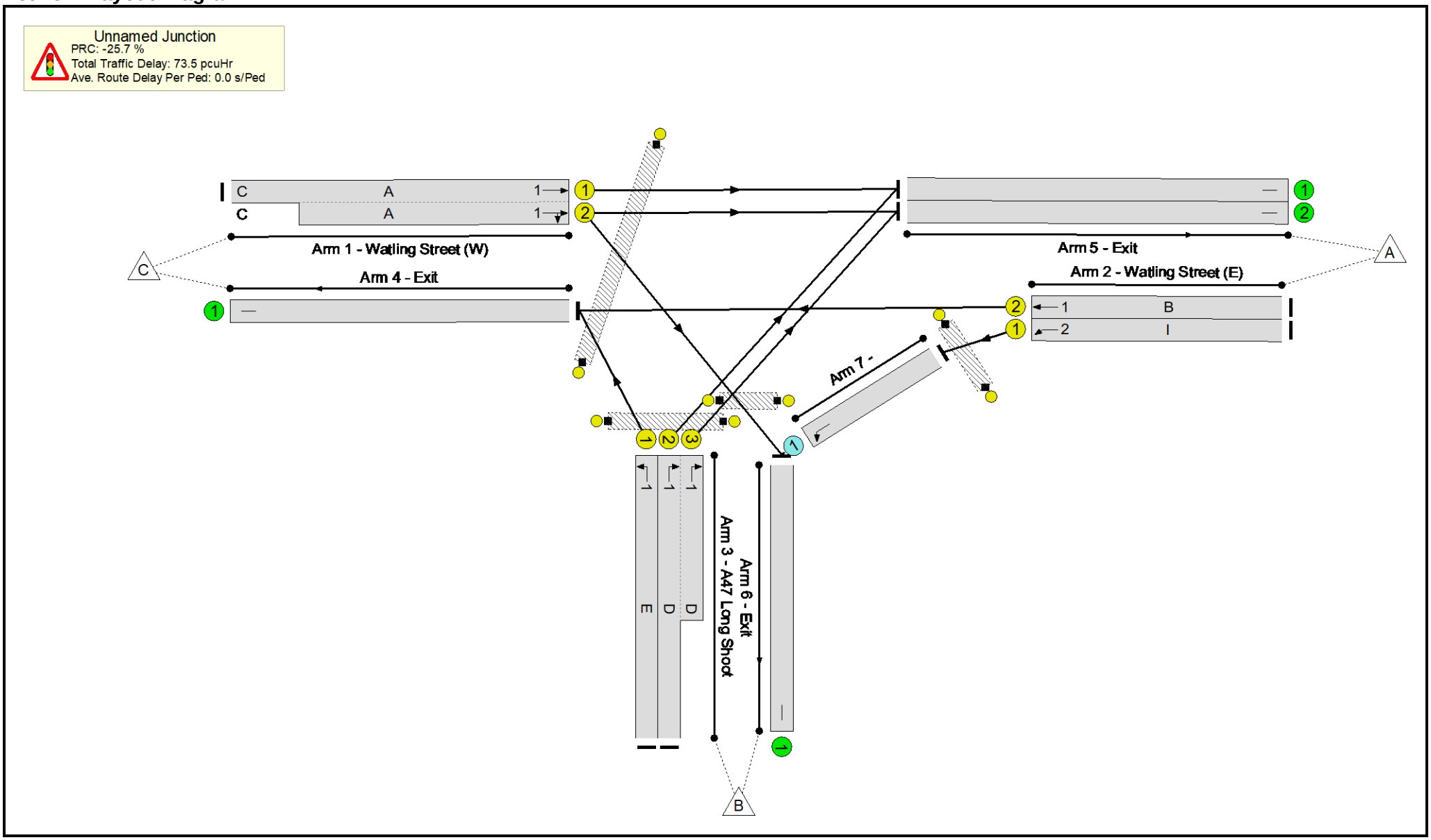
Stage	1	2
Duration	53	5
Change Point	10	5

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Longshoot Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**113.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**113.1%**
1/1+1/2	Watling Street (W) Ahead Right	U	1	N/A	A	C	1	32	4:4	768	1945:1945	973+973	39.5 : 39.5%
2/1	Watling Street (E) Ahead	U	2	N/A	I		1	53	-	892	2015	1814	49.2%
2/2	Watling Street (E) Ahead	U	1	N/A	B		1	23	-	889	1965	786	113.1%
3/1	A47 Long Shoot Left	U	1	N/A	E		1	7	-	96	1945	259	37.0%
3/2+3/3	A47 Long Shoot Right	U	1	N/A	D		1	17	-	726	1945:1945	583+583	62.2 : 62.2%
4/1	Exit	U	N/A	N/A	-		-	-	-	985	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	747	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	699	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	940	Inf	Inf	0.0%
7/1	Left	O	N/A	N/A	-		-	-	-	892	Inf	1090	81.9%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	G		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	H		1	13	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	J		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Longshoot Junction	**-**	**-**	**442**	**450**	**0**	**13.9**	**59.6**	**0.0**	**73.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**442**	**450**	**0**	**13.9**	**59.6**	**0.0**	**73.5**	**-**	**-**	**-**	**-**
1/1+1/2	768	768	-	-	-	1.6	0.3	-	1.9	9.1	3.5	0.3	3.8
2/1	892	892	-	-	-	0.1	0.5	-	0.6	2.5	2.5	0.5	3.0
2/2	889	786	-	-	-	7.3	55.5	-	62.8	254.4	16.5	55.5	72.0
3/1	96	96	-	-	-	0.6	0.3	-	0.9	34.7	1.4	0.3	1.7
3/2+3/3	726	726	-	-	-	3.6	0.8	-	4.5	22.1	5.1	0.8	6.0
4/1	882	882	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	699	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	892	892	442	450	0	0.6	2.2	-	2.8	11.1	9.4	2.2	11.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): -25.7
C1 Stream: 2 PRC for Signalled Lanes (%): 83.0
PRC Over All Lanes (%): -25.7

Total Delay for Signalled Lanes (pcuHr): 70.16
Total Delay for Signalled Lanes (pcuHr): 0.62
Total Delay Over All Lanes(pcuHr): 73.54

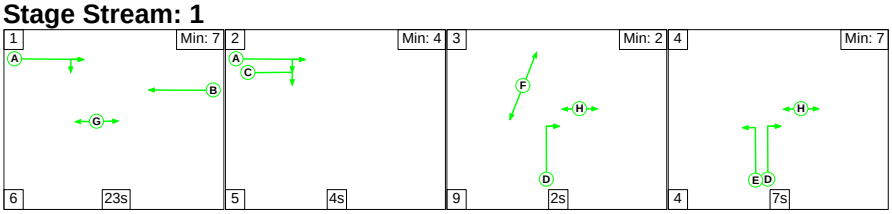
Cycle Time (s): 60
Cycle Time (s): 60

Full Input Data And Results

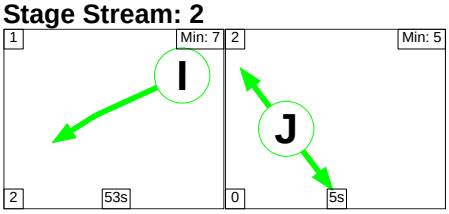
Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

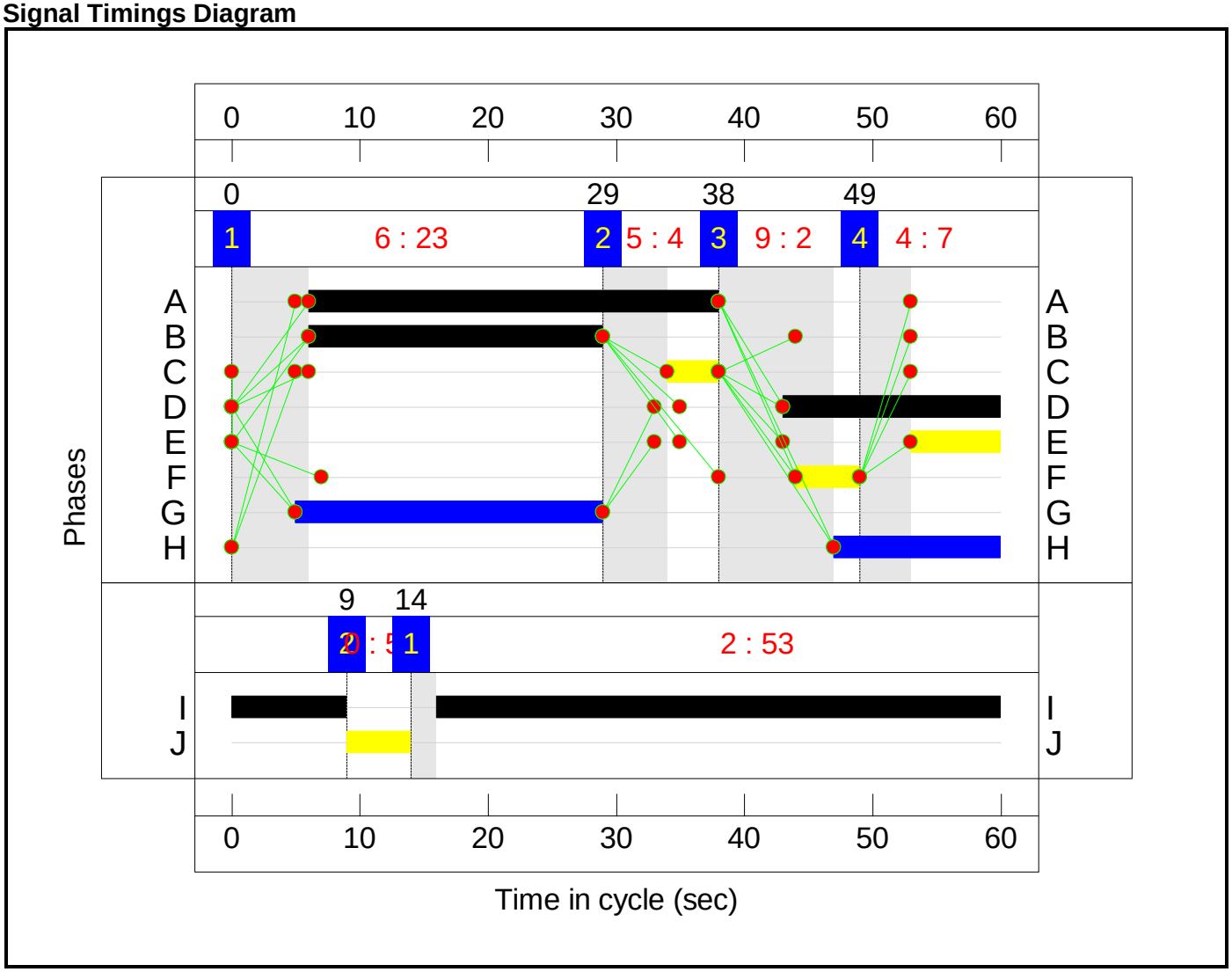
Stage	1	2	3	4
Duration	23	4	2	7
Change Point	0	29	38	49

Full Input Data And Results

Stage Stream: 2

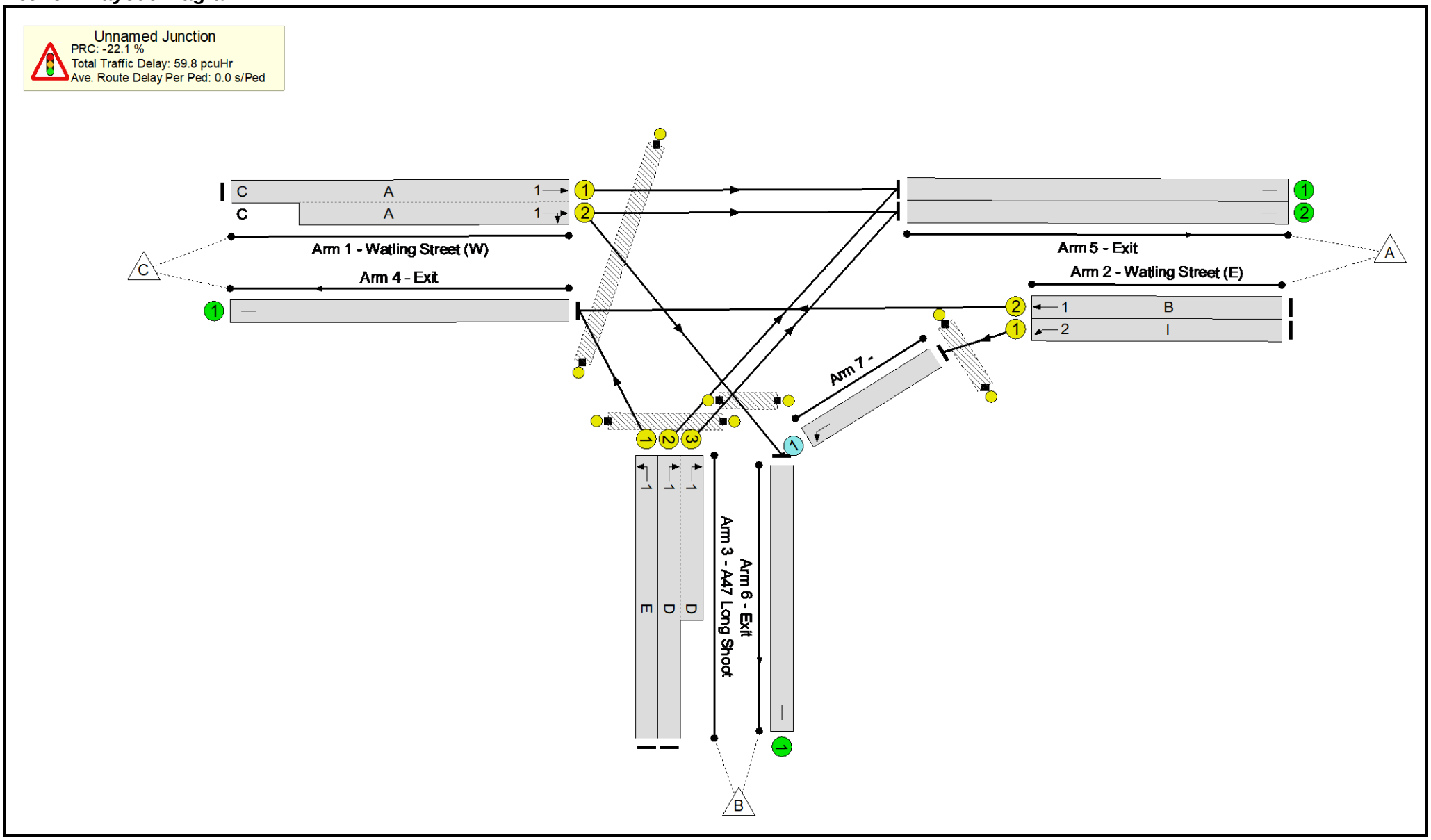
Stage	1	2
Duration	53	5
Change Point	14	9

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Longshoot Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**109.9%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**109.9%**
1/1+1/2	Watling Street (W) Ahead Right	U	1	N/A	A	C	1	32	4:4	881	1945:1945	971+974	45.3 : 45.3%
2/1	Watling Street (E) Ahead	U	2	N/A	I		1	53	-	766	2015	1814	42.2%
2/2	Watling Street (E) Ahead	U	1	N/A	B		1	23	-	864	1965	786	109.9%
3/1	A47 Long Shoot Left	U	1	N/A	E		1	7	-	58	1945	259	22.4%
3/2+3/3	A47 Long Shoot Right	U	1	N/A	D		1	17	-	698	1945:1945	583+583	59.8 : 59.8%
4/1	Exit	U	N/A	N/A	-		-	-	-	922	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	789	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
7/1	Left	O	N/A	N/A	-		-	-	-	766	Inf	1047	73.2%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	G		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	H		1	13	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	J		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Longshoot Junction	**-**	**-**	**399**	**367**	**0**	**12.8**	**46.9**	**0.0**	**59.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**399**	**367**	**0**	**12.8**	**46.9**	**0.0**	**59.8**	**-**	**-**	**-**	**-**
1/1+1/2	881	881	-	-	-	1.9	0.4	-	2.3	9.5	4.2	0.4	4.6
2/1	766	766	-	-	-	0.1	0.4	-	0.5	2.2	1.9	0.4	2.3
2/2	864	786	-	-	-	6.5	43.9	-	50.4	210.1	15.7	43.9	59.6
3/1	58	58	-	-	-	0.4	0.1	-	0.5	32.2	0.9	0.1	1.0
3/2+3/3	698	698	-	-	-	3.5	0.7	-	4.2	21.7	4.9	0.7	5.7
4/1	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	789	789	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	766	766	399	367	0	0.4	1.4	-	1.8	8.5	7.2	1.4	8.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): -22.1
C1 Stream: 2 PRC for Signalled Lanes (%): 113.1
PRC Over All Lanes (%): -22.1

Total Delay for Signalled Lanes (pcuHr): 57.49
Total Delay for Signalled Lanes (pcuHr): 0.47
Total Delay Over All Lanes(pcuHr): 59.75

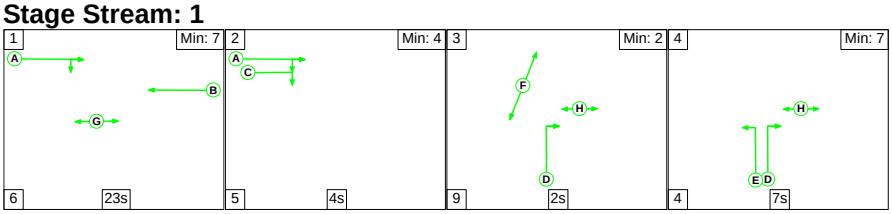
Cycle Time (s): 60
Cycle Time (s): 60

Full Input Data And Results

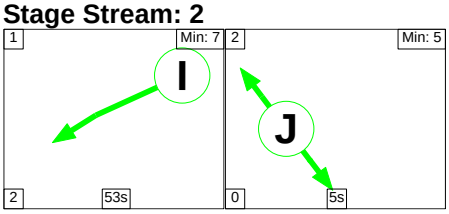
Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

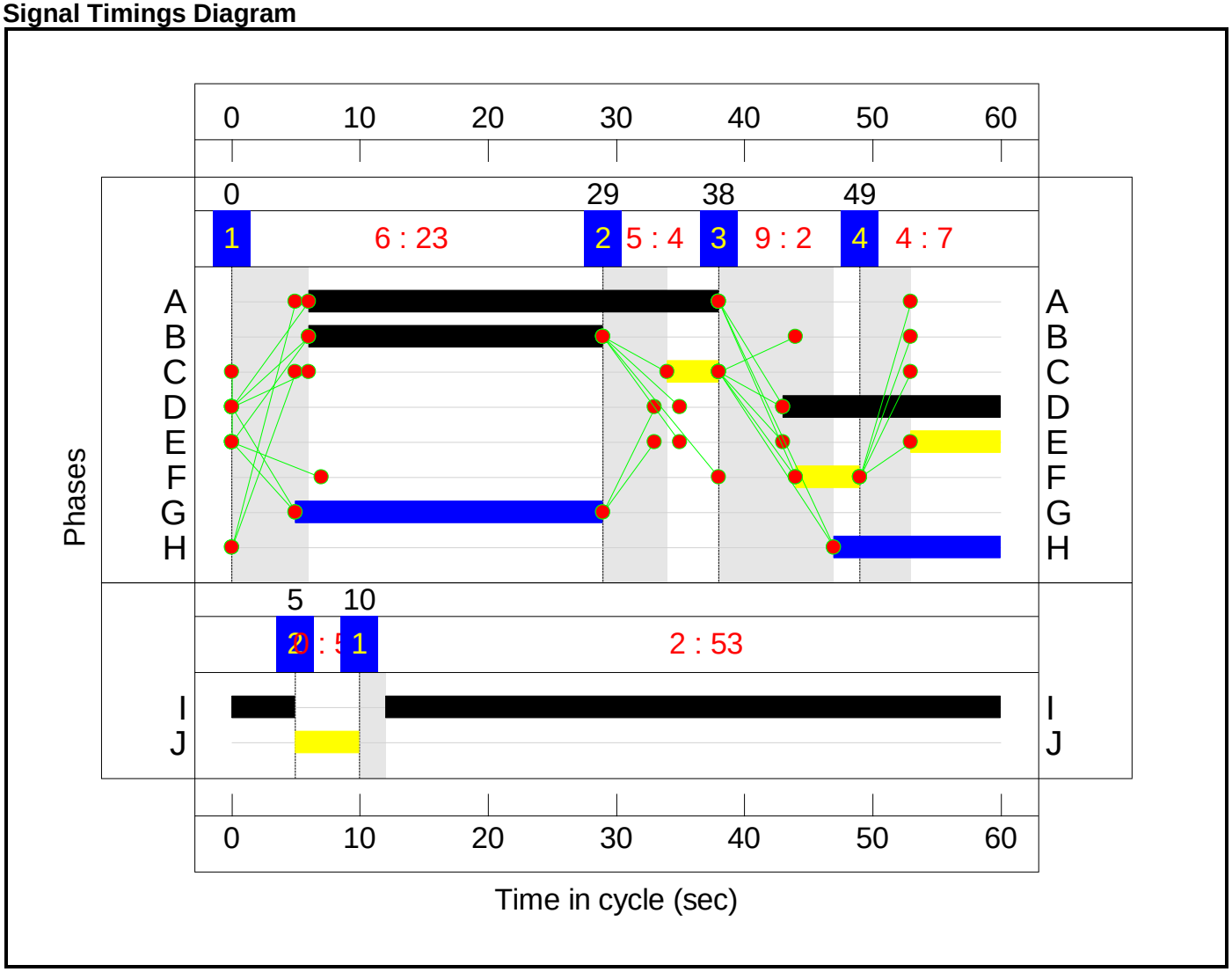
Stage	1	2	3	4
Duration	23	4	2	7
Change Point	0	29	38	49

Full Input Data And Results

Stage Stream: 2

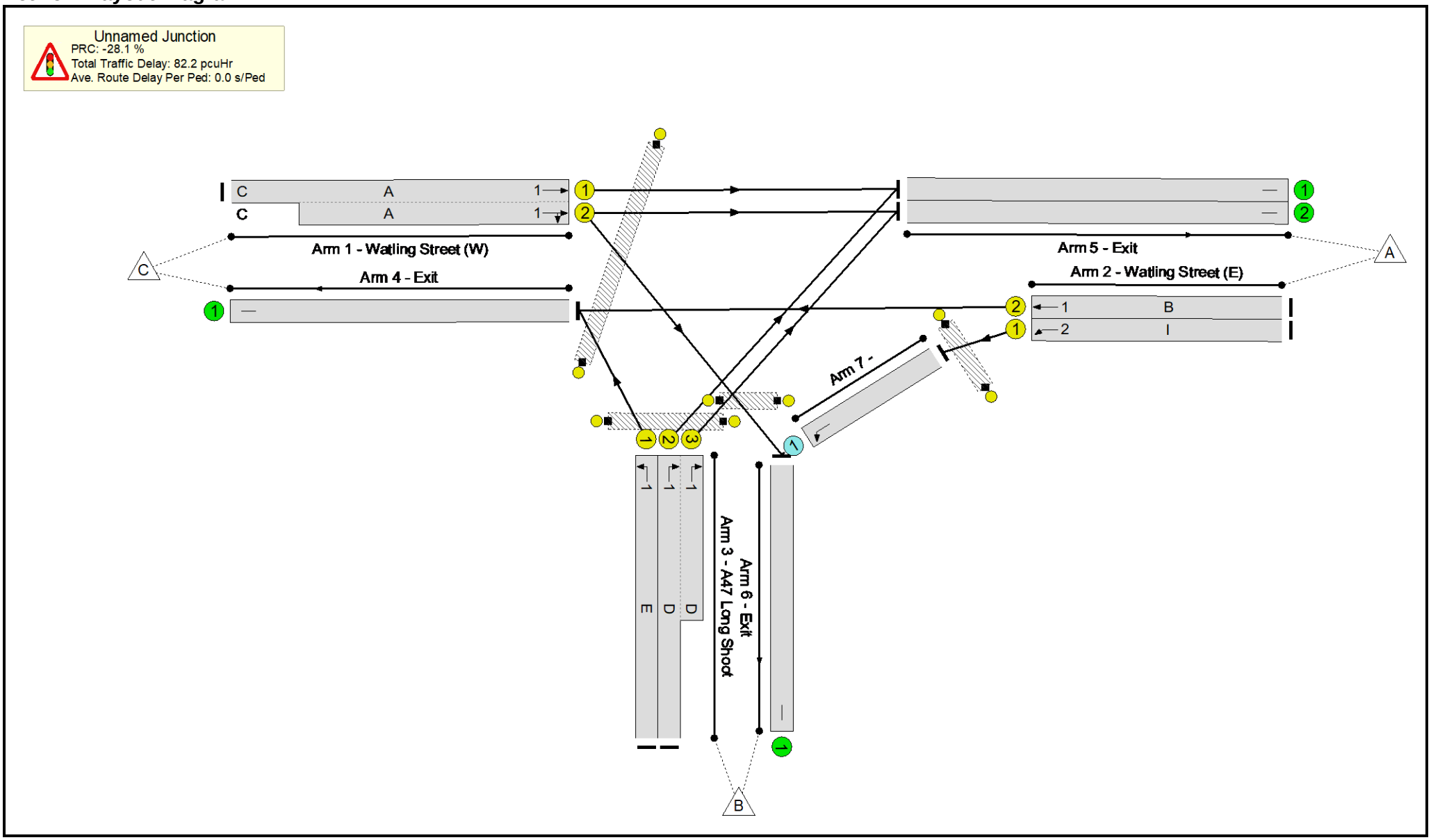
Stage	1	2
Duration	53	5
Change Point	10	5

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Longshoot Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.3%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.3%**
1/1+1/2	Watling Street (W) Ahead Right	U	1	N/A	A	C	1	32	4:4	783	1945:1945	974+971	40.3 : 40.3%
2/1	Watling Street (E) Ahead	U	2	N/A	I		1	53	-	893	2015	1814	49.2%
2/2	Watling Street (E) Ahead	U	1	N/A	B		1	23	-	906	1965	786	115.3%
3/1	A47 Long Shoot Left	U	1	N/A	E		1	7	-	94	1945	259	36.2%
3/2+3/3	A47 Long Shoot Right	U	1	N/A	D		1	17	-	723	1945:1945	583+583	61.9 : 62.0%
4/1	Exit	U	N/A	N/A	-		-	-	-	1000	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	939	Inf	Inf	0.0%
7/1	Left	O	N/A	N/A	-		-	-	-	893	Inf	1086	82.2%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	G		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	H		1	13	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	J		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Longshoot Junction	**-**	**-**	**439**	**454**	**0**	**14.5**	**67.7**	**0.0**	**82.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**439**	**454**	**0**	**14.5**	**67.7**	**0.0**	**82.2**	**-**	**-**	**-**	**-**
1/1+1/2	783	783	-	-	-	1.7	0.3	-	2.0	9.2	3.6	0.3	3.9
2/1	893	893	-	-	-	0.1	0.5	-	0.6	2.5	2.5	0.5	3.0
2/2	906	786	-	-	-	7.9	63.6	-	71.4	283.9	17.1	63.6	80.7
3/1	94	94	-	-	-	0.6	0.3	-	0.9	34.6	1.4	0.3	1.7
3/2+3/3	723	723	-	-	-	3.6	0.8	-	4.4	22.1	5.1	0.8	5.9
4/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	939	939	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	893	893	439	454	0	0.6	2.3	-	2.8	11.4	9.4	2.3	11.7
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

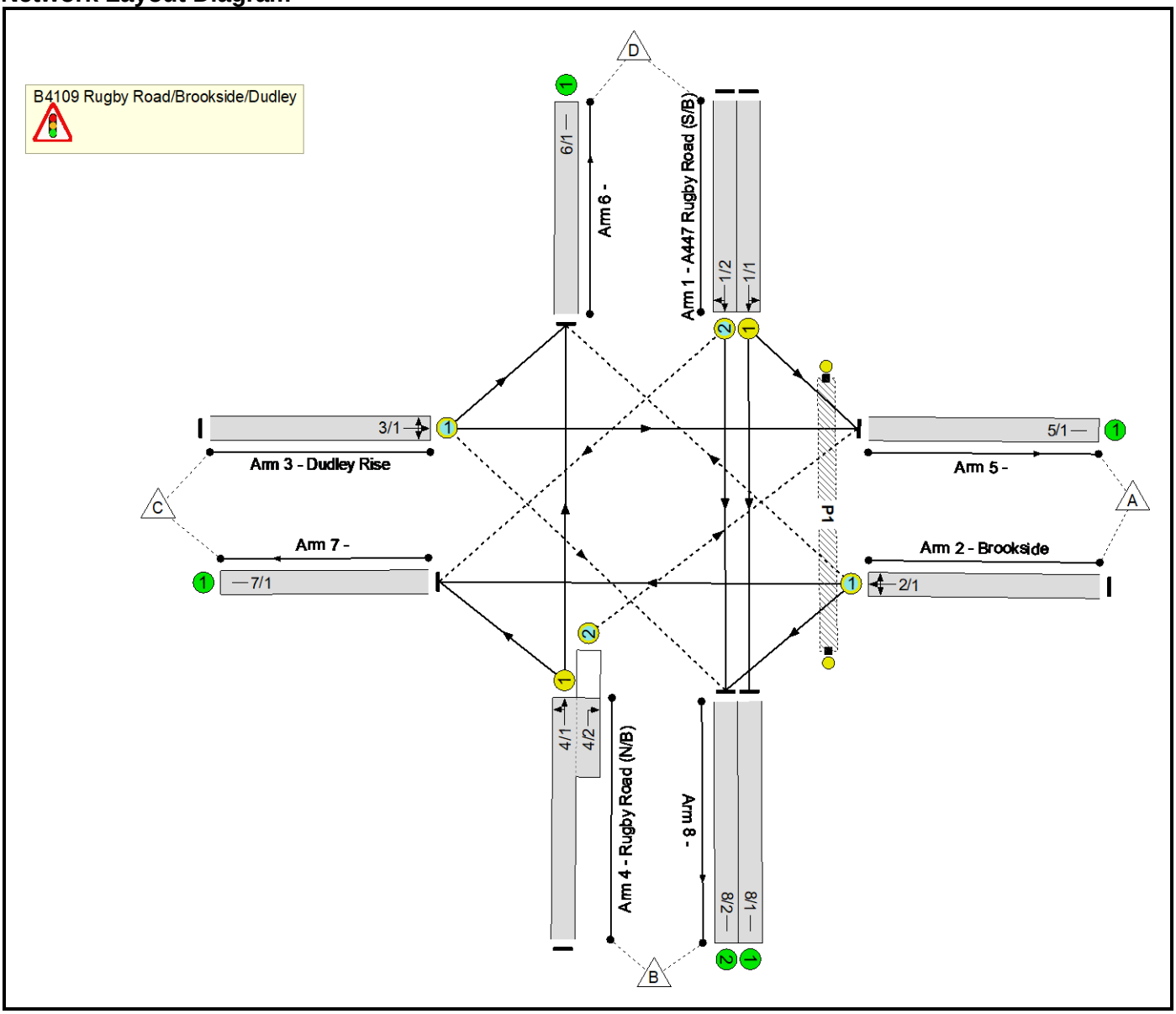
C1	Stream: 1 PRC for Signalled Lanes (%):	-28.1	Total Delay for Signalled Lanes (pcuHr):	78.78	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	82.8	Total Delay for Signalled Lanes (pcuHr):	0.62	Cycle Time (s): 60
	PRC Over All Lanes (%):	-28.1	Total Delay Over All Lanes(pcuHr):	82.23	

Full Input Data And Results

User and Project Details

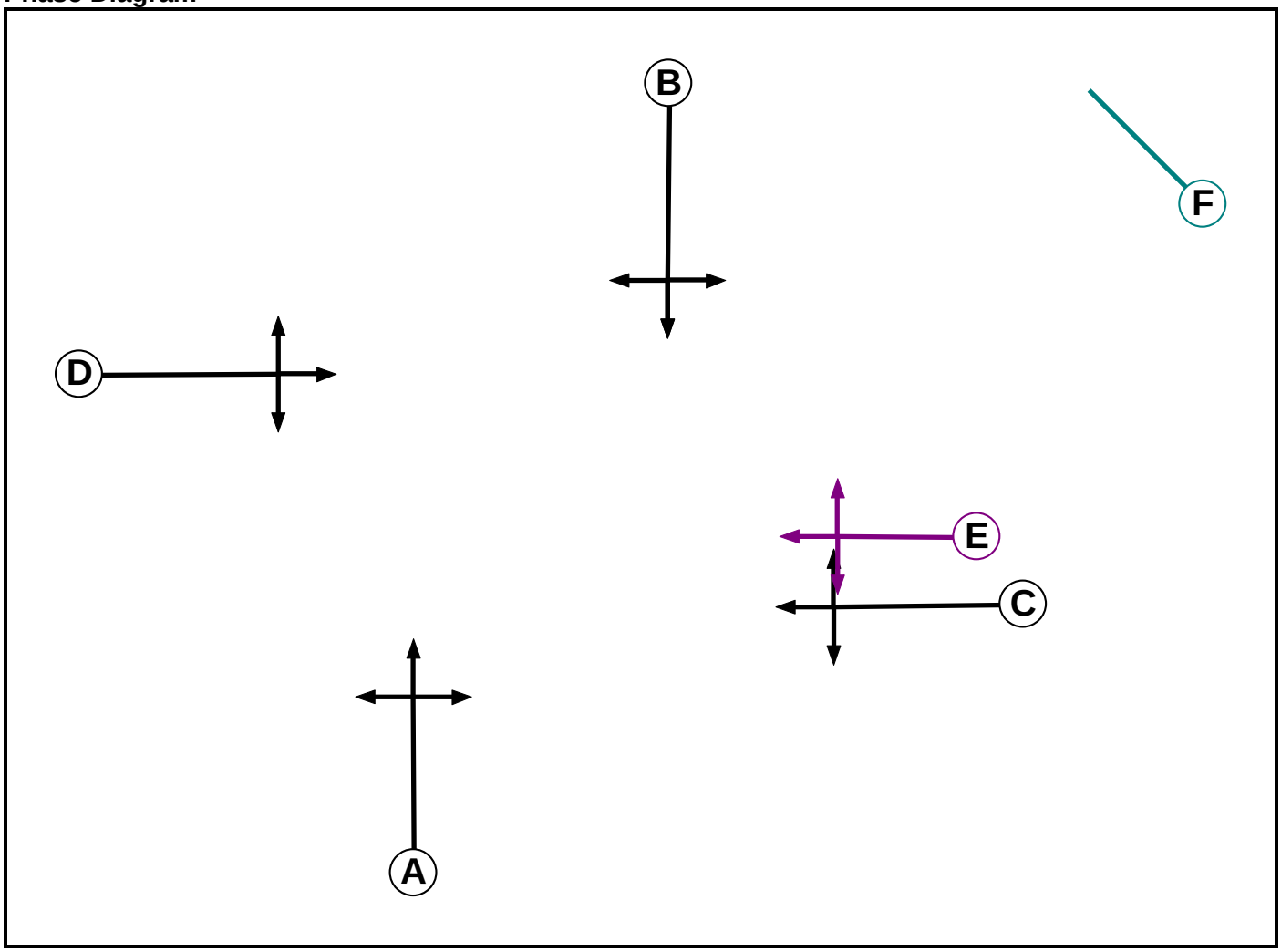
Project:	**Hinckley Rail Freight Terminal**
Title:	**B4109 Rugby Road_Brookside_Dudley Upgrade**
Location:	
Additional detail:	Upgrade details provided by LCC
File name:	230808 B4109 Rugby Road_Brookside_Dudley (Upgrade).lsg3x
Author:	A J Oakes
Company:	BWB Consulting
Address:	Nottingham

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Ind. Arrow	C	-9999	4
F	Dummy		-9999	4

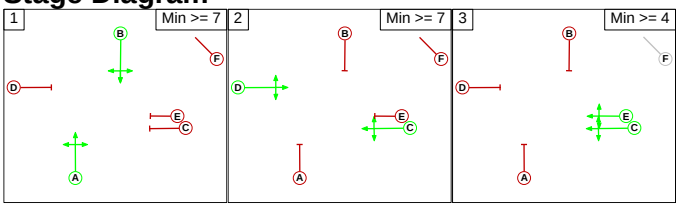
Phase Intergreens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		-	5	5	5	5
	B	-		5	5	5	5
	C	8	8		-	-	-
	D	8	8	-		3	3
	E	8	8	-	5		-
	F	8	8	-	5	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		5	5
	2	8		3
	3	8	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B4109 Rugby Road/Brookside/Dudley											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (A447 Rugby Road (S/B))	7/1 (Right)	1439	0	4/1	1.09	All	-	-	-	-	-
2/1 (Brookside)	6/1 (Right)	1439	0	3/1	1.09	To 5/1 (Ahead) To 6/1 (Left)	-	-	-	-	-
3/1 (Dudley Rise)	8/2 (Right)	1439	0	2/1	1.09	To 7/1 (Ahead) To 8/2 (Left)	-	-	-	-	-
4/2 (Rugby Road (N/B))	5/1 (Right)	1439	0	1/1	1.09	All	3.00	-	0.50	3	2.00
				1/2	1.09	To 8/2 (Ahead)					

Full Input Data And Results

Lane Input Data

Junction: B4109 Rugby Road/Brookside/Dudley

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 (A447 Rugby Road (S/B))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	10.00
											Arm 8 Ahead	Inf
1/2 (A447 Rugby Road (S/B))	O	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	15.00
											Arm 8 Ahead	Inf
2/1 (Brookside)	O	C E	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 7 Ahead	Inf
											Arm 8 Left	12.00
3/1 (Dudley Rise)	O	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Left	12.00
											Arm 8 Right	15.00
4/1 (Rugby Road (N/B))	U	A	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Left	15.00
4/2 (Rugby Road (N/B))	O	A	2	3	5.0	Geom	-	3.30	0.00	Y	Arm 5 Right	20.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 Base AM'	08:00	09:00	01:00	
2: '2018 Base PM'	17:00	18:00	01:00	
3: '2026 WoD AM'	08:00	09:00	01:00	
4: '2026 WoD PM'	17:00	18:00	01:00	
5: '2026 WoDWS AM'	08:00	09:00	01:00	
6: '2026 WoDWS PM'	17:00	18:00	01:00	
7: '2026 WD AM'	08:00	09:00	01:00	
8: '2026 WD PM'	17:00	18:00	01:00	

9: '2036 WoD AM'	08:00	09:00	01:00	
10: '2036 WoD PM'	17:00	18:00	01:00	
11: '2036 WoDWS AM'	08:00	09:00	01:00	
12: '2036 WoDWS PM'	17:00	18:00	01:00	
13: '2036 WD AM'	08:00	09:00	01:00	
14: '2036 WD PM'	17:00	18:00	01:00	

Scenario 1: '2018 Base AM' (FG1: '2018 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	147	1	263	411
	B	78	0	0	542	620
	C	7	4	0	2	13
	D	177	740	0	0	917
	Tot.	262	891	1	807	1961

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2018 Base AM
Junction: B4109 Rugby Road/Brookside/Dudley	
1/1	670
1/2	247
2/1	411
3/1	13
4/1 (with short)	620(In) 542(Out)
4/2 (short)	78
5/1	262
6/1	807
7/1	1
8/1	493
8/2	398

Lane Saturation Flows

Junction: B4109 Rugby Road/Brookside/Dudley

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 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 5 Left	10.00	26.4 %	1842	1842
				Arm 8 Ahead	Inf	73.6 %		
1/2 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
				Arm 8 Ahead	Inf	100.0 %		
2/1 (Brookside)	3.50	0.00	Y	Arm 6 Right	15.00	64.0 %	1772	1772
				Arm 7 Ahead	Inf	0.2 %		
				Arm 8 Left	12.00	35.8 %		
3/1 (Dudley Rise)	3.50	0.00	Y	Arm 5 Ahead	Inf	53.8 %	1871	1871
				Arm 6 Left	12.00	15.4 %		
				Arm 8 Right	15.00	30.8 %		
4/1 (Rugby Road (N/B))	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
				Arm 7 Left	15.00	0.0 %		
4/2 (Rugby Road (N/B))	3.30	0.00	Y	Arm 5 Right	20.00	100.0 %	1809	1809
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2018 Base PM' (FG2: '2018 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	91	2	237	330
	B	84	0	1	584	669
	C	1	2	0	2	5
	D	205	620	0	0	825
	Tot.	290	713	3	823	1829

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2018 Base PM
Junction: B4109 Rugby Road/Brookside/Dudley	
1/1	637
1/2	188
2/1	330
3/1	5
4/1 (with short)	669(In) 585(Out)
4/2 (short)	84
5/1	290
6/1	823
7/1	3
8/1	432
8/2	281

Lane Saturation Flows

Junction: B4109 Rugby Road/Brookside/Dudley

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 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 5 Left	10.00	32.2 %	1827	1827
				Arm 8 Ahead	Inf	67.8 %		
1/2 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
				Arm 8 Ahead	Inf	100.0 %		
2/1 (Brookside)	3.50	0.00	Y	Arm 6 Right	15.00	71.8 %	1776	1776
				Arm 7 Ahead	Inf	0.6 %		
				Arm 8 Left	12.00	27.6 %		
3/1 (Dudley Rise)	3.50	0.00	Y	Arm 5 Ahead	Inf	20.0 %	1803	1803
				Arm 6 Left	12.00	40.0 %		
				Arm 8 Right	15.00	40.0 %		
4/1 (Rugby Road (N/B))	3.30	0.00	Y	Arm 6 Ahead	Inf	99.8 %	1945	1945
				Arm 7 Left	15.00	0.2 %		
4/2 (Rugby Road (N/B))	3.30	0.00	Y	Arm 5 Right	20.00	100.0 %	1809	1809
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	14	1	354	369
	B	7	0	0	777	784
	C	3	3	0	7	13
	D	96	1038	0	0	1134
	Tot.	106	1055	1	1138	2300

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 WoD AM
Junction: B4109 Rugby Road/Brookside/Dudley	
1/1	881
1/2	253
2/1	369
3/1	13
4/1 (with short)	784(In) 777(Out)
4/2 (short)	7
5/1	106
6/1	1138
7/1	1
8/1	785
8/2	270

Lane Saturation Flows

Junction: B4109 Rugby Road/Brookside/Dudley

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 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 5 Left	10.00	10.9 %	1884	1884
				Arm 8 Ahead	Inf	89.1 %		
1/2 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
				Arm 8 Ahead	Inf	100.0 %		
2/1 (Brookside)	3.50	0.00	Y	Arm 6 Right	15.00	95.9 %	1785	1785
				Arm 7 Ahead	Inf	0.3 %		
				Arm 8 Left	12.00	3.8 %		
3/1 (Dudley Rise)	3.50	0.00	Y	Arm 5 Ahead	Inf	23.1 %	1802	1802
				Arm 6 Left	12.00	53.8 %		
				Arm 8 Right	15.00	23.1 %		
4/1 (Rugby Road (N/B))	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
				Arm 7 Left	15.00	0.0 %		
4/2 (Rugby Road (N/B))	3.30	0.00	Y	Arm 5 Right	20.00	100.0 %	1809	1809
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	1	274	277
	B	3	0	1	710	714
	C	0	2	0	3	5
	D	49	897	0	0	946
	Tot.	52	901	2	987	1942

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 WoD PM
Junction: B4109 Rugby Road/Brookside/Dudley	
1/1	754
1/2	192
2/1	277
3/1	5
4/1 (with short)	714(In) 711(Out)
4/2 (short)	3
5/1	52
6/1	987
7/1	2
8/1	705
8/2	196

Lane Saturation Flows

Junction: B4109 Rugby Road/Brookside/Dudley

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 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 5 Left	10.00	6.5 %	1897	1897
				Arm 8 Ahead	Inf	93.5 %		
1/2 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
				Arm 8 Ahead	Inf	100.0 %		
2/1 (Brookside)	3.50	0.00	Y	Arm 6 Right	15.00	98.9 %	1787	1787
				Arm 7 Ahead	Inf	0.4 %		
				Arm 8 Left	12.00	0.7 %		
3/1 (Dudley Rise)	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1762	1762
				Arm 6 Left	12.00	60.0 %		
				Arm 8 Right	15.00	40.0 %		
4/1 (Rugby Road (N/B))	3.30	0.00	Y	Arm 6 Ahead	Inf	99.9 %	1945	1945
				Arm 7 Left	15.00	0.1 %		
4/2 (Rugby Road (N/B))	3.30	0.00	Y	Arm 5 Right	20.00	100.0 %	1809	1809
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	12	1	338	351
	B	6	0	0	735	741
	C	3	3	0	7	13
	D	69	990	0	0	1059
	Tot.	78	1005	1	1080	2164

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 WoDWS AM
Junction: B4109 Rugby Road/Brookside/Dudley	
1/1	837
1/2	222
2/1	351
3/1	13
4/1 (with short)	741(In) 735(Out)
4/2 (short)	6
5/1	78
6/1	1080
7/1	1
8/1	768
8/2	237

Lane Saturation Flows

Junction: B4109 Rugby Road/Brookside/Dudley								
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 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 5 Left	10.00	8.2 %	1892	1892
				Arm 8 Ahead	Inf	91.8 %		
1/2 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
				Arm 8 Ahead	Inf	100.0 %		
2/1 (Brookside)	3.50	0.00	Y	Arm 6 Right	15.00	96.3 %	1785	1785
				Arm 7 Ahead	Inf	0.3 %		
				Arm 8 Left	12.00	3.4 %		
3/1 (Dudley Rise)	3.50	0.00	Y	Arm 5 Ahead	Inf	23.1 %	1802	1802
				Arm 6 Left	12.00	53.8 %		
				Arm 8 Right	15.00	23.1 %		
4/1 (Rugby Road (N/B))	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
				Arm 7 Left	15.00	0.0 %		
4/2 (Rugby Road (N/B))	3.30	0.00	Y	Arm 5 Right	20.00	100.0 %	1809	1809
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	1	221	224
	B	3	0	1	604	608
	C	0	2	0	3	5
	D	39	897	0	0	936
	Tot.	42	901	2	828	1773

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2026 WoDWS PM
Junction: B4109 Rugby Road/Brookside/Dudley	
1/1	713
1/2	223
2/1	224
3/1	5
4/1 (with short)	608(In) 605(Out)
4/2 (short)	3
5/1	42
6/1	828
7/1	2
8/1	674
8/2	227

Lane Saturation Flows

Junction: B4109 Rugby Road/Brookside/Dudley

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 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 5 Left	10.00	5.5 %	1899	1899
				Arm 8 Ahead	Inf	94.5 %		
1/2 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
				Arm 8 Ahead	Inf	100.0 %		
2/1 (Brookside)	3.50	0.00	Y	Arm 6 Right	15.00	98.7 %	1787	1787
				Arm 7 Ahead	Inf	0.4 %		
				Arm 8 Left	12.00	0.9 %		
3/1 (Dudley Rise)	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1762	1762
				Arm 6 Left	12.00	60.0 %		
				Arm 8 Right	15.00	40.0 %		
4/1 (Rugby Road (N/B))	3.30	0.00	Y	Arm 6 Ahead	Inf	99.8 %	1945	1945
				Arm 7 Left	15.00	0.2 %		
4/2 (Rugby Road (N/B))	3.30	0.00	Y	Arm 5 Right	20.00	100.0 %	1809	1809
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	12	1	338	351
	B	6	0	0	739	745
	C	3	3	0	8	14
	D	75	989	0	0	1064
	Tot.	84	1004	1	1085	2174

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2026 WD AM
Junction: B4109 Rugby Road/Brookside/Dudley	
1/1	839
1/2	225
2/1	351
3/1	14
4/1 (with short)	745(In) 739(Out)
4/2 (short)	6
5/1	84
6/1	1085
7/1	1
8/1	764
8/2	240

Lane Saturation Flows

Junction: B4109 Rugby Road/Brookside/Dudley

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 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 5 Left	10.00	8.9 %	1890	1890
				Arm 8 Ahead	Inf	91.1 %		
1/2 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
				Arm 8 Ahead	Inf	100.0 %		
2/1 (Brookside)	3.50	0.00	Y	Arm 6 Right	15.00	96.3 %	1785	1785
				Arm 7 Ahead	Inf	0.3 %		
				Arm 8 Left	12.00	3.4 %		
3/1 (Dudley Rise)	3.50	0.00	Y	Arm 5 Ahead	Inf	21.4 %	1798	1798
				Arm 6 Left	12.00	57.1 %		
				Arm 8 Right	15.00	21.4 %		
4/1 (Rugby Road (N/B))	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
				Arm 7 Left	15.00	0.0 %		
4/2 (Rugby Road (N/B))	3.30	0.00	Y	Arm 5 Right	20.00	100.0 %	1809	1809
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	1	238	241
	B	3	0	1	642	646
	C	0	2	0	3	5
	D	39	896	0	0	935
	Tot.	42	900	2	883	1827

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2026 WD PM
Junction: B4109 Rugby Road/Brookside/Dudley	
1/1	725
1/2	210
2/1	241
3/1	5
4/1 (with short)	646(In) 643(Out)
4/2 (short)	3
5/1	42
6/1	883
7/1	2
8/1	686
8/2	214

Lane Saturation Flows

Junction: B4109 Rugby Road/Brookside/Dudley

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 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 5 Left	10.00	5.4 %	1900	1900
				Arm 8 Ahead	Inf	94.6 %		
1/2 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
				Arm 8 Ahead	Inf	100.0 %		
2/1 (Brookside)	3.50	0.00	Y	Arm 6 Right	15.00	98.8 %	1787	1787
				Arm 7 Ahead	Inf	0.4 %		
				Arm 8 Left	12.00	0.8 %		
3/1 (Dudley Rise)	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1762	1762
				Arm 6 Left	12.00	60.0 %		
				Arm 8 Right	15.00	40.0 %		
4/1 (Rugby Road (N/B))	3.30	0.00	Y	Arm 6 Ahead	Inf	99.8 %	1945	1945
				Arm 7 Left	15.00	0.2 %		
4/2 (Rugby Road (N/B))	3.30	0.00	Y	Arm 5 Right	20.00	100.0 %	1809	1809
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	14	1	348	363
	B	7	0	0	792	799
	C	3	3	0	7	13
	D	104	1101	0	0	1205
	Tot.	114	1118	1	1147	2380

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2036 WoD AM
Junction: B4109 Rugby Road/Brookside/Dudley	
1/1	917
1/2	288
2/1	363
3/1	13
4/1 (with short)	799(In) 792(Out)
4/2 (short)	7
5/1	114
6/1	1147
7/1	1
8/1	813
8/2	305

Lane Saturation Flows

Junction: B4109 Rugby Road/Brookside/Dudley

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 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 5 Left	10.00	11.3 %	1883	1883
				Arm 8 Ahead	Inf	88.7 %		
1/2 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
				Arm 8 Ahead	Inf	100.0 %		
2/1 (Brookside)	3.50	0.00	Y	Arm 6 Right	15.00	95.9 %	1785	1785
				Arm 7 Ahead	Inf	0.3 %		
				Arm 8 Left	12.00	3.9 %		
3/1 (Dudley Rise)	3.50	0.00	Y	Arm 5 Ahead	Inf	23.1 %	1802	1802
				Arm 6 Left	12.00	53.8 %		
				Arm 8 Right	15.00	23.1 %		
4/1 (Rugby Road (N/B))	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
				Arm 7 Left	15.00	0.0 %		
4/2 (Rugby Road (N/B))	3.30	0.00	Y	Arm 5 Right	20.00	100.0 %	1809	1809
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	1	317	320
	B	3	0	1	779	783
	C	0	2	0	3	5
	D	39	942	0	0	981
	Tot.	42	946	2	1099	2089

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2036 WoD PM
Junction: B4109 Rugby Road/Brookside/Dudley	
1/1	798
1/2	183
2/1	320
3/1	5
4/1 (with short)	783(In) 780(Out)
4/2 (short)	3
5/1	42
6/1	1099
7/1	2
8/1	759
8/2	187

Lane Saturation Flows

Junction: B4109 Rugby Road/Brookside/Dudley

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 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 5 Left	10.00	4.9 %	1901	1901
				Arm 8 Ahead	Inf	95.1 %		
1/2 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
				Arm 8 Ahead	Inf	100.0 %		
2/1 (Brookside)	3.50	0.00	Y	Arm 6 Right	15.00	99.1 %	1787	1787
				Arm 7 Ahead	Inf	0.3 %		
				Arm 8 Left	12.00	0.6 %		
3/1 (Dudley Rise)	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1762	1762
				Arm 6 Left	12.00	60.0 %		
				Arm 8 Right	15.00	40.0 %		
4/1 (Rugby Road (N/B))	3.30	0.00	Y	Arm 6 Ahead	Inf	99.9 %	1945	1945
				Arm 7 Left	15.00	0.1 %		
4/2 (Rugby Road (N/B))	3.30	0.00	Y	Arm 5 Right	20.00	100.0 %	1809	1809
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	12	1	328	341
	B	8	0	0	749	757
	C	3	3	0	7	13
	D	67	1023	0	0	1090
	Tot.	78	1038	1	1084	2201

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2036 WoDWS AM
Junction: B4109 Rugby Road/Brookside/Dudley	
1/1	852
1/2	238
2/1	341
3/1	13
4/1 (with short)	757(In) 749(Out)
4/2 (short)	8
5/1	78
6/1	1084
7/1	1
8/1	785
8/2	253

Lane Saturation Flows

Junction: B4109 Rugby Road/Brookside/Dudley

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 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 5 Left	10.00	7.9 %	1893	1893
				Arm 8 Ahead	Inf	92.1 %		
1/2 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
				Arm 8 Ahead	Inf	100.0 %		
2/1 (Brookside)	3.50	0.00	Y	Arm 6 Right	15.00	96.2 %	1785	1785
				Arm 7 Ahead	Inf	0.3 %		
				Arm 8 Left	12.00	3.5 %		
3/1 (Dudley Rise)	3.50	0.00	Y	Arm 5 Ahead	Inf	23.1 %	1802	1802
				Arm 6 Left	12.00	53.8 %		
				Arm 8 Right	15.00	23.1 %		
4/1 (Rugby Road (N/B))	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
				Arm 7 Left	15.00	0.0 %		
4/2 (Rugby Road (N/B))	3.30	0.00	Y	Arm 5 Right	20.00	100.0 %	1809	1809
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	1	244	247
	B	3	0	1	671	675
	C	0	2	0	3	5
	D	26	960	0	0	986
	Tot.	29	964	2	918	1913

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2036 WoDWS PM
Junction: B4109 Rugby Road/Brookside/Dudley	
1/1	769
1/2	217
2/1	247
3/1	5
4/1 (with short)	675(In) 672(Out)
4/2 (short)	3
5/1	29
6/1	918
7/1	2
8/1	743
8/2	221

Lane Saturation Flows

Junction: B4109 Rugby Road/Brookside/Dudley

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 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 5 Left	10.00	3.4 %	1905	1905
				Arm 8 Ahead	Inf	96.6 %		
1/2 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
				Arm 8 Ahead	Inf	100.0 %		
2/1 (Brookside)	3.50	0.00	Y	Arm 6 Right	15.00	98.8 %	1787	1787
				Arm 7 Ahead	Inf	0.4 %		
				Arm 8 Left	12.00	0.8 %		
3/1 (Dudley Rise)	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1762	1762
				Arm 6 Left	12.00	60.0 %		
				Arm 8 Right	15.00	40.0 %		
4/1 (Rugby Road (N/B))	3.30	0.00	Y	Arm 6 Ahead	Inf	99.9 %	1945	1945
				Arm 7 Left	15.00	0.1 %		
4/2 (Rugby Road (N/B))	3.30	0.00	Y	Arm 5 Right	20.00	100.0 %	1809	1809
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	12	1	318	331
	B	8	0	0	755	763
	C	3	3	0	7	13
	D	68	1028	0	0	1096
	Tot.	79	1043	1	1080	2203

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2036 WD AM
Junction: B4109 Rugby Road/Brookside/Dudley	
1/1	854
1/2	242
2/1	331
3/1	13
4/1 (with short)	763(In) 755(Out)
4/2 (short)	8
5/1	79
6/1	1080
7/1	1
8/1	786
8/2	257

Lane Saturation Flows

Junction: B4109 Rugby Road/Brookside/Dudley

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 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 5 Left	10.00	8.0 %	1892	1892
				Arm 8 Ahead	Inf	92.0 %		
1/2 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
				Arm 8 Ahead	Inf	100.0 %		
2/1 (Brookside)	3.50	0.00	Y	Arm 6 Right	15.00	96.1 %	1785	1785
				Arm 7 Ahead	Inf	0.3 %		
				Arm 8 Left	12.00	3.6 %		
3/1 (Dudley Rise)	3.50	0.00	Y	Arm 5 Ahead	Inf	23.1 %	1802	1802
				Arm 6 Left	12.00	53.8 %		
				Arm 8 Right	15.00	23.1 %		
4/1 (Rugby Road (N/B))	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
				Arm 7 Left	15.00	0.0 %		
4/2 (Rugby Road (N/B))	3.30	0.00	Y	Arm 5 Right	20.00	100.0 %	1809	1809
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	1	248	251
	B	4	0	1	726	731
	C	0	2	0	3	5
	D	28	953	0	0	981
	Tot.	32	957	2	977	1968

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2036 WD PM
Junction: B4109 Rugby Road/Brookside/Dudley	
1/1	789
1/2	192
2/1	251
3/1	5
4/1 (with short)	731(In) 727(Out)
4/2 (short)	4
5/1	32
6/1	977
7/1	2
8/1	761
8/2	196

Lane Saturation Flows

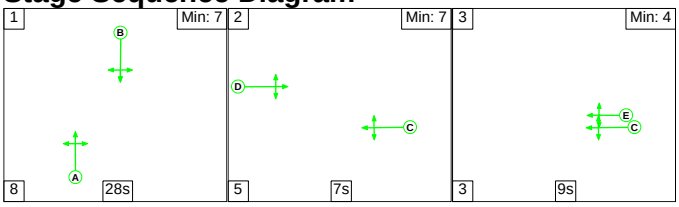
Junction: B4109 Rugby Road/Brookside/Dudley

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 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 5 Left	10.00	3.5 %	1905	1905
				Arm 8 Ahead	Inf	96.5 %		
1/2 (A447 Rugby Road (S/B))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
				Arm 8 Ahead	Inf	100.0 %		
2/1 (Brookside)	3.50	0.00	Y	Arm 6 Right	15.00	98.8 %	1787	1787
				Arm 7 Ahead	Inf	0.4 %		
				Arm 8 Left	12.00	0.8 %		
3/1 (Dudley Rise)	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1762	1762
				Arm 6 Left	12.00	60.0 %		
				Arm 8 Right	15.00	40.0 %		
4/1 (Rugby Road (N/B))	3.30	0.00	Y	Arm 6 Ahead	Inf	99.9 %	1945	1945
				Arm 7 Left	15.00	0.1 %		
4/2 (Rugby Road (N/B))	3.30	0.00	Y	Arm 5 Right	20.00	100.0 %	1809	1809
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2018 Base AM' (FG1: '2018 Base AM', Plan 1: 'Network Control Plan 1')

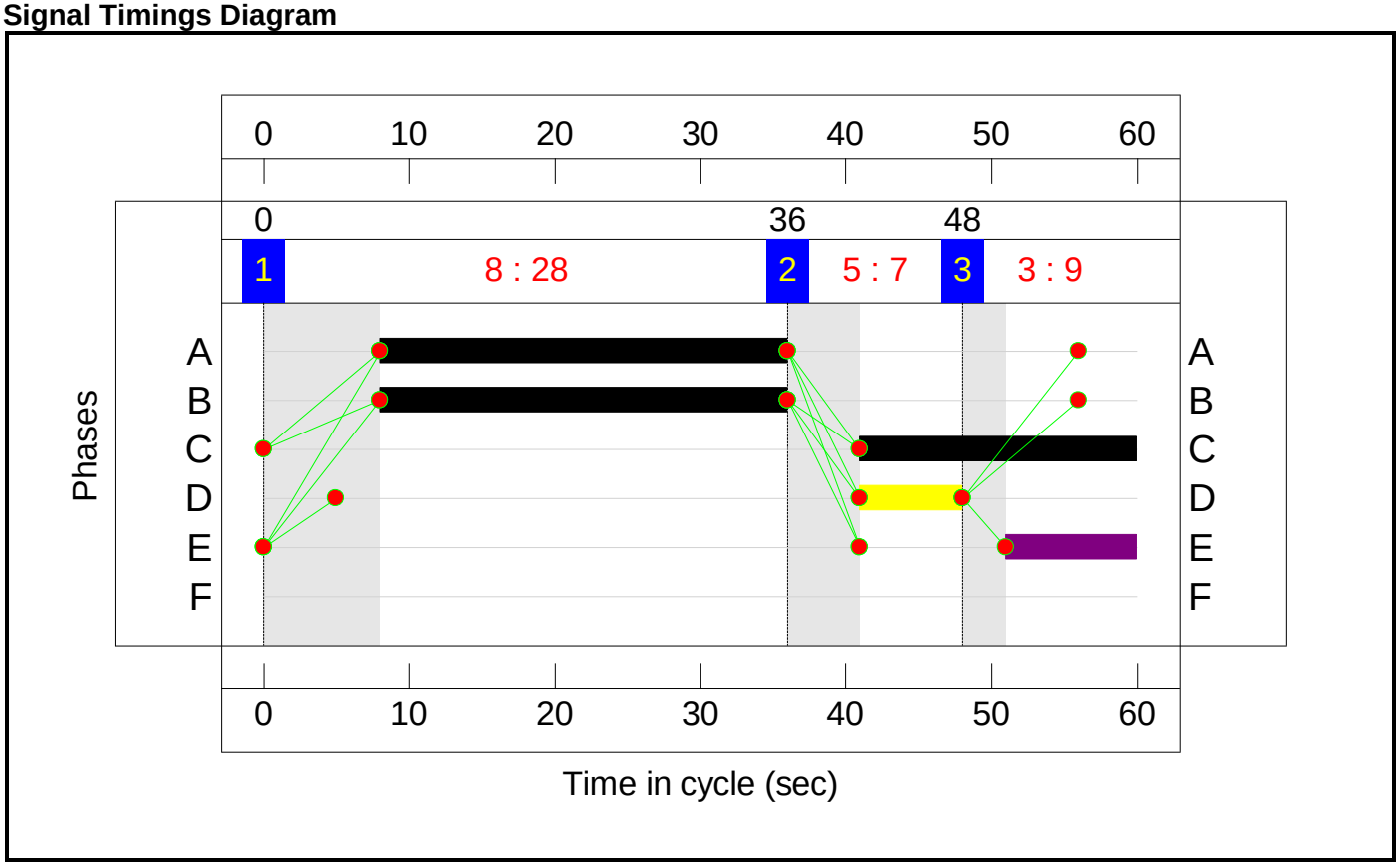
Stage Sequence Diagram



Stage Timings

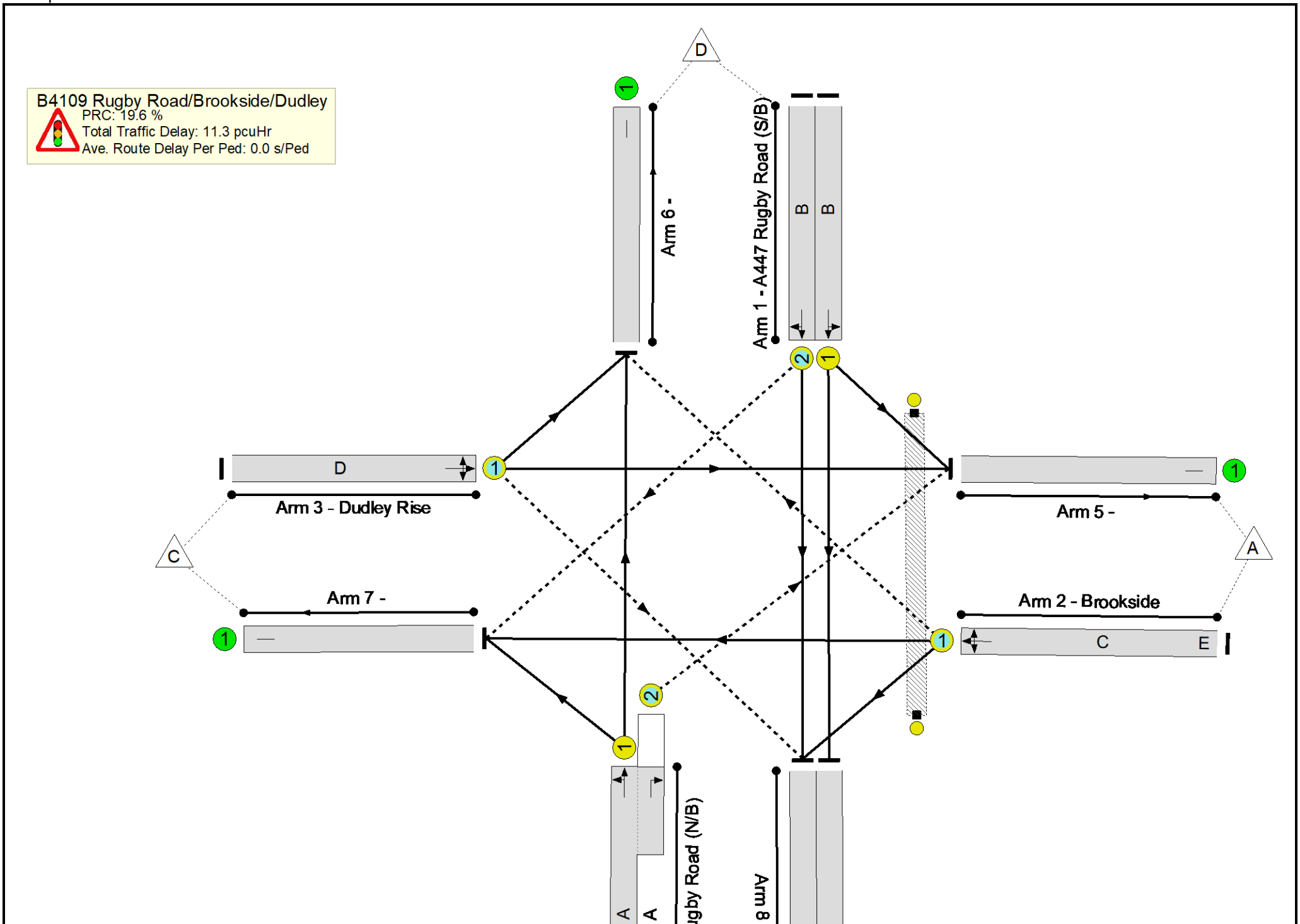
Stage	1	2	3
Duration	28	7	9
Change Point	0	36	48

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B4109 Rugby Road/Brookside/Dudley
PRC: 19.6 %
Total Traffic Delay: 11.3 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
D
Arm 6 -
Arm 1 - A447 Rugby Road (S/B)
B
B
D
Arm 3 - Dudley Rise
C
Arm 7 -
Arm 5 -
A
Arm 2 - Brookside
C
E
A
A
Rugby Road (N/B)
Arm 8

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: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.3%**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.3%**
1/1	A447 Rugby Road (S/B) Left Ahead	U	N/A	N/A	B		1	28	-	670	1842	890	75.3%
1/2	A447 Rugby Road (S/B) Right Ahead	O	N/A	N/A	B		1	28	-	247	1915	926	26.7%
2/1	Brookside Right Ahead Left	O	N/A	N/A	C	E	1	19	9	411	1772	552	74.4%
3/1	Dudley Rise Ahead Left Right	O	N/A	N/A	D		1	7	-	13	1871	197	6.6%
4/1+4/2	Rugby Road (N/B) Right Ahead Left	U+O	N/A	N/A	A		1	28	-	620	1945:1809	861+124	62.9 : 62.9%
5/1		U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	807	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

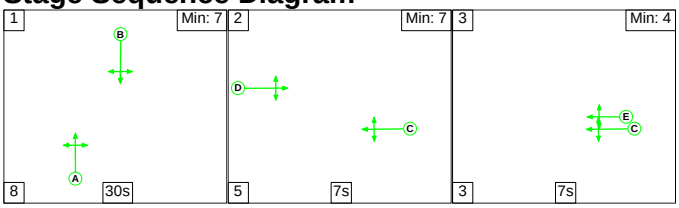
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**204**	**140**	**1**	**7.0**	**4.0**	**0.3**	**11.3**	**-**	**-**	**-**	**-**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**204**	**140**	**1**	**7.0**	**4.0**	**0.3**	**11.3**	**-**	**-**	**-**	**-**
1/1	670	670	-	-	-	2.3	1.5	-	3.8	20.7	8.9	1.5	10.4
1/2	247	247	0	0	0	0.6	0.2	-	0.8	11.9	2.4	0.2	2.6
2/1	411	411	127	136	0	2.1	1.4	-	3.5	30.6	6.1	1.4	7.5
3/1	13	13	0	4	0	0.1	0.0	-	0.1	32.7	0.2	0.0	0.2
4/1+4/2	620	620	77	0	1	1.9	0.8	0.3	3.0	17.6	6.7	0.8	7.5
5/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	807	807	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): 19.6 Total Delay for Signalled Lanes (pcuHr): 11.29 Cycle Time (s): 60
PRC Over All Lanes (%): 19.6 Total Delay Over All Lanes(pcuHr): 11.29

Full Input Data And Results

Scenario 2: '2018 Base PM' (FG2: '2018 Base PM', Plan 1: 'Network Control Plan 1')

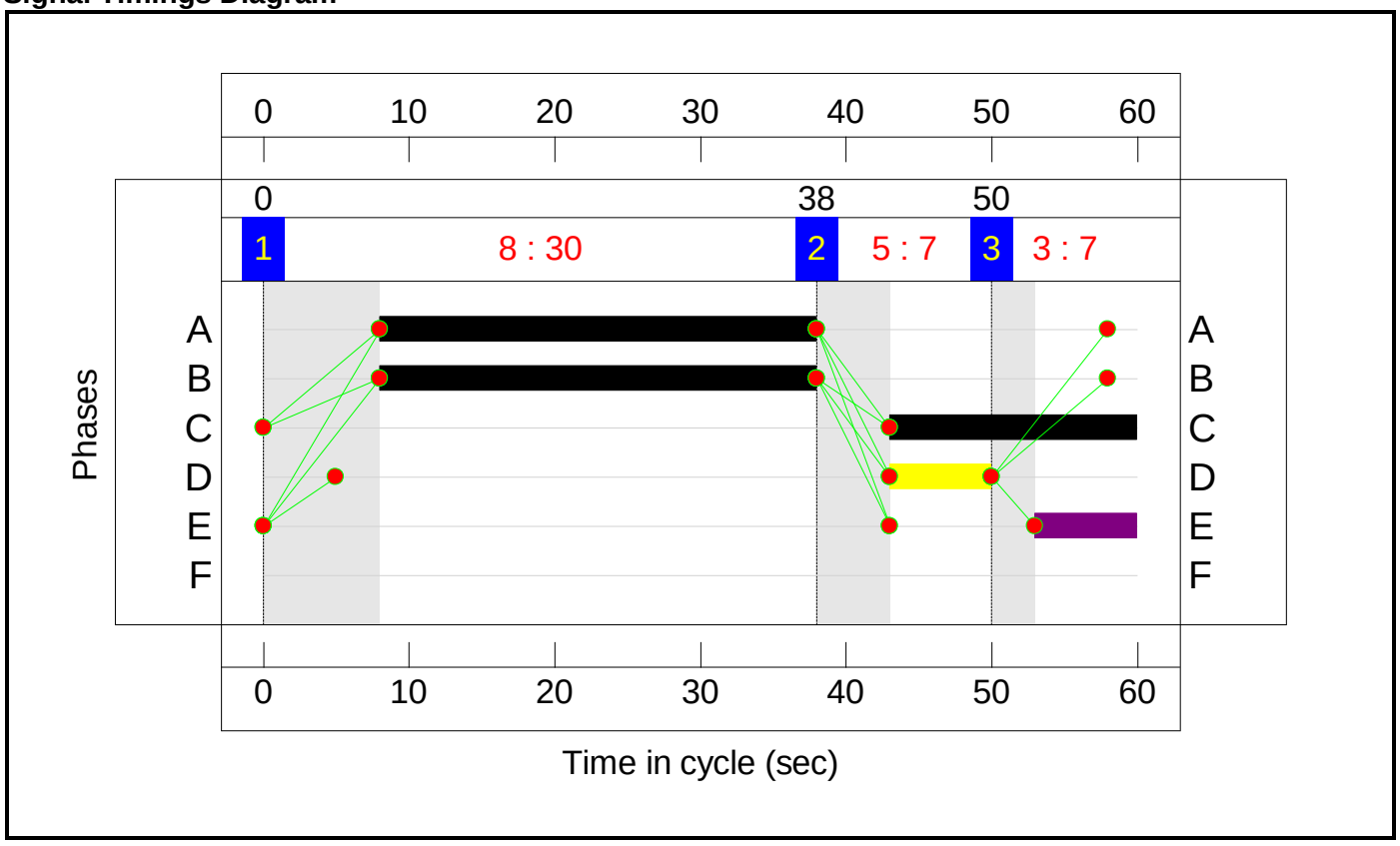
Stage Sequence Diagram



Stage Timings

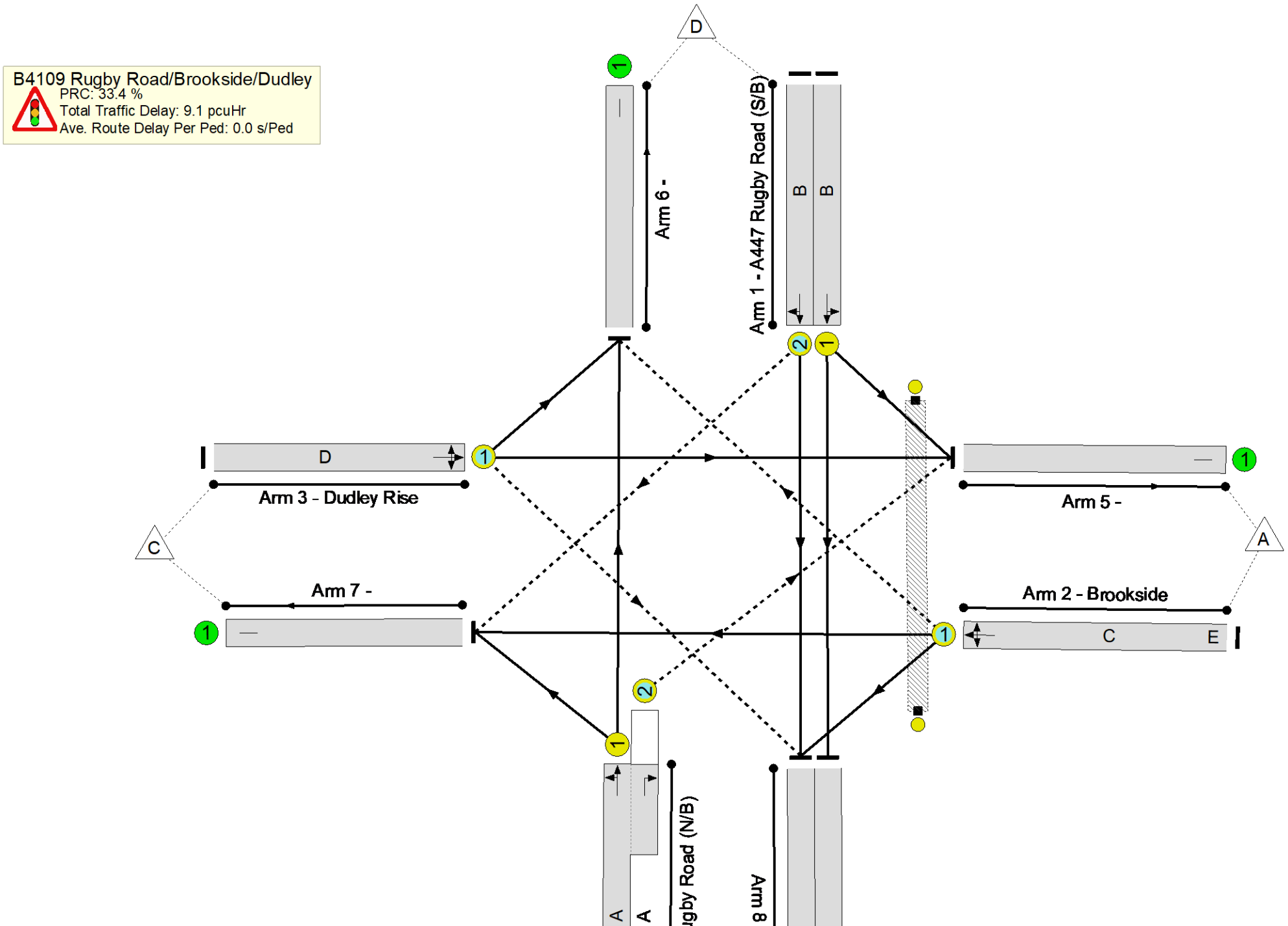
Stage	1	2	3
Duration	30	7	7
Change Point	0	38	50

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B4109 Rugby Road/Brookside/Dudley
PRC: 33.4 %
Total Traffic Delay: 9.1 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
D
Arm 6 -
Arm 1 - A447 Rugby Road (S/B)
B
B
D
Arm 3 - Dudley Rise
C
Arm 7 -
Arm 5 -
A
Arm 2 - Brookside
C
E
A
A
Rugby Road (N/B)
Arm 8

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: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.5%**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.5%**
1/1	A447 Rugby Road (S/B) Left Ahead	U	N/A	N/A	B		1	30	-	637	1827	944	67.5%
1/2	A447 Rugby Road (S/B) Right Ahead	O	N/A	N/A	B		1	30	-	188	1915	989	19.0%
2/1	Brookside Right Ahead Left	O	N/A	N/A	C	E	1	17	7	330	1776	496	66.5%
3/1	Dudley Rise Ahead Left Right	O	N/A	N/A	D		1	7	-	5	1803	193	2.6%
4/1+4/2	Rugby Road (N/B) Right Ahead Left	U+O	N/A	N/A	A		1	30	-	669	1945:1809	918+132	63.7 : 63.7%
5/1		U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	823	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	3	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**226**	**95**	**1**	**5.9**	**3.0**	**0.3**	**9.1**	**-**	**-**	**-**	**-**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**226**	**95**	**1**	**5.9**	**3.0**	**0.3**	**9.1**	**-**	**-**	**-**	**-**
1/1	637	637	-	-	-	1.9	1.0	-	2.9	16.6	7.8	1.0	8.8
1/2	188	188	0	0	0	0.4	0.1	-	0.5	10.0	1.7	0.1	1.8
2/1	330	330	144	93	0	1.7	1.0	-	2.7	29.3	4.9	1.0	5.8
3/1	5	5	0	2	0	0.0	0.0	-	0.0	32.5	0.1	0.0	0.1
4/1+4/2	669	669	83	0	1	1.8	0.9	0.3	3.0	15.9	6.9	0.9	7.8
5/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1

PRC for Signalled Lanes (%): 33.4
PRC Over All Lanes (%): 33.4

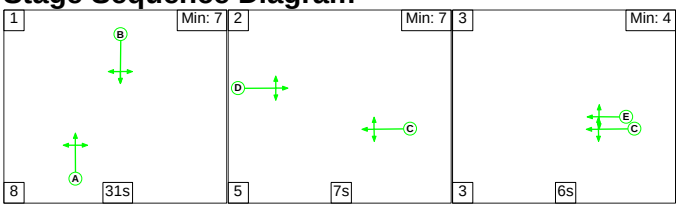
Total Delay for Signalled Lanes (pcuHr): 9.14
Total Delay Over All Lanes(pcuHr): 9.14

Cycle Time (s): 60

Full Input Data And Results

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

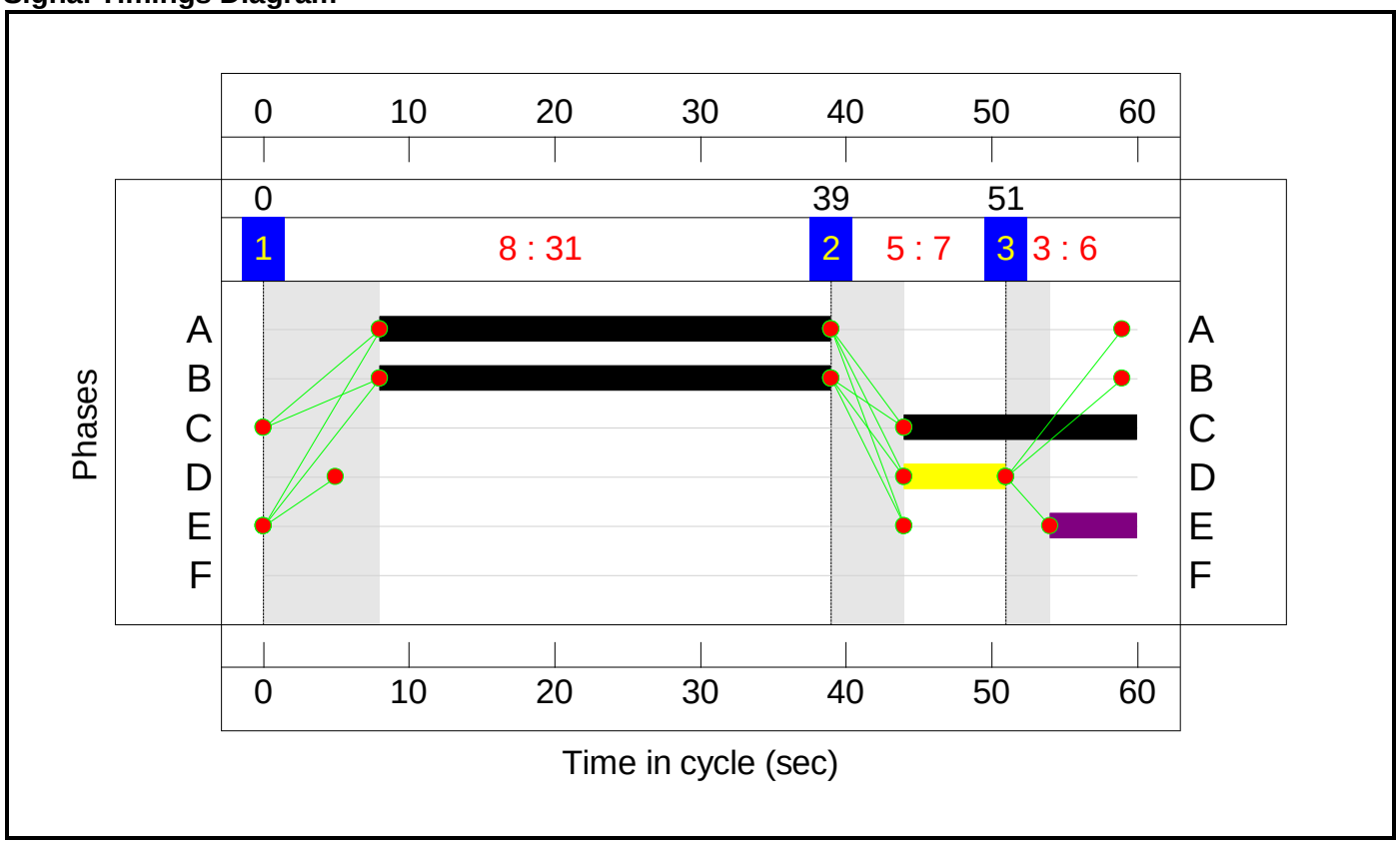
Stage Sequence Diagram



Stage Timings

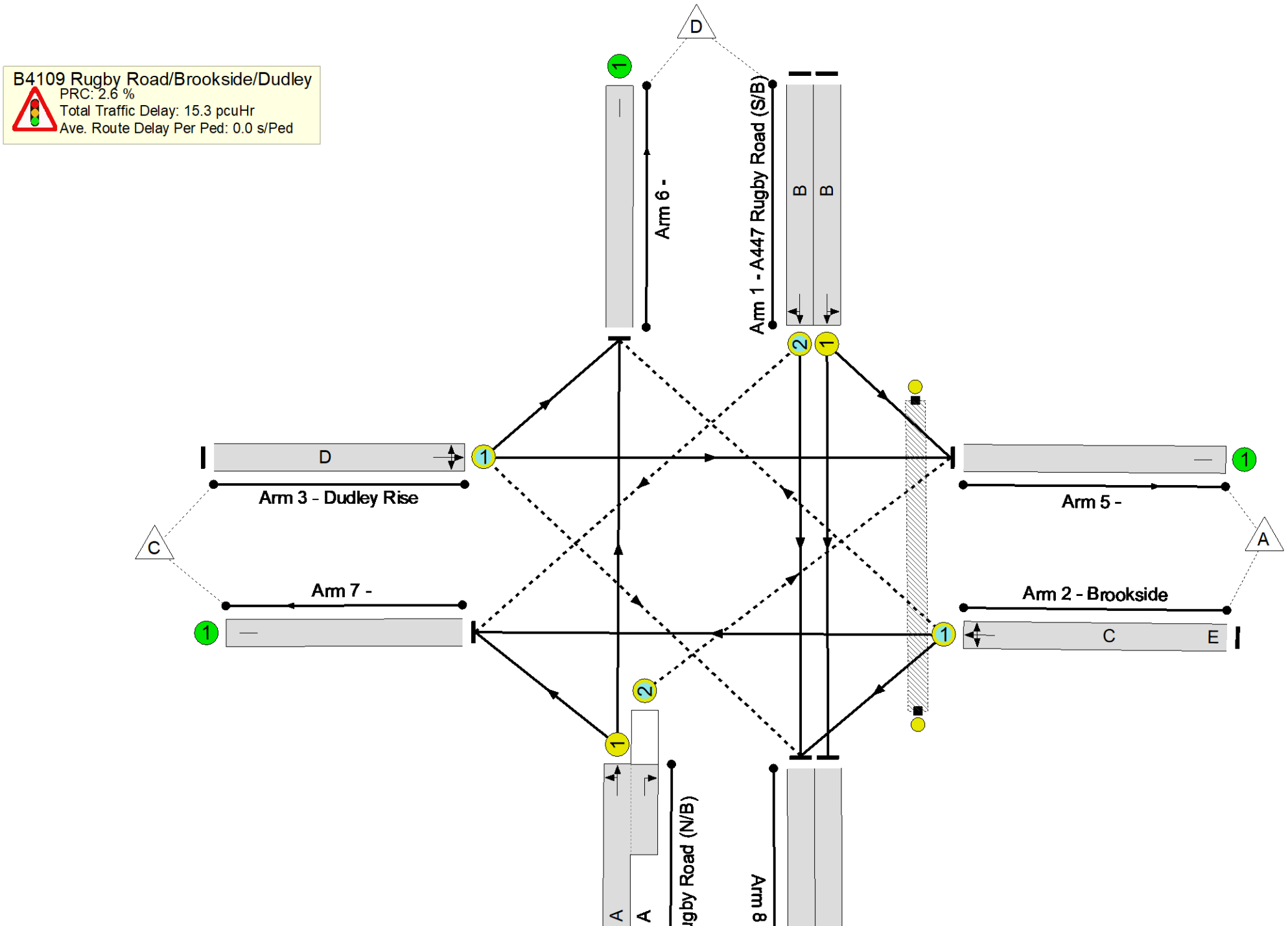
Stage	1	2	3
Duration	31	7	6
Change Point	0	39	51

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B4109 Rugby Road/Brookside/Dudley
PRC: 2.6 %
Total Traffic Delay: 15.3 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
D
Arm 6 -
Arm 1 - A447 Rugby Road (S/B)
B
B
D
Arm 3 - Dudley Rise
C
Arm 7 -
Arm 5 -
A
Arm 2 - Brookside
C
E
A
A
Rugby Road (N/B)
Arm 8

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: B4109 Rugby Road_Brookside_Dudley Upgrade	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.7%**
B4109 Rugby Road/Brookside/Dudley	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.7%**
1/1	A447 Rugby Road (S/B) Left Ahead	U	N/A	N/A	B		1	31	-	881	1884	1005	87.7%
1/2	A447 Rugby Road (S/B) Right Ahead	O	N/A	N/A	B		1	31	-	253	1915	1021	24.8%
2/1	Brookside Right Ahead Left	O	N/A	N/A	C	E	1	16	6	369	1785	450	81.9%
3/1	Dudley Rise Ahead Left Right	O	N/A	N/A	D		1	7	-	13	1802	228	5.7%
4/1+4/2	Rugby Road (N/B) Right Ahead Left	U+O	N/A	N/A	A		1	31	-	784	1945:1809	1037+9	74.9 : 74.9%
5/1		U	N/A	N/A	-		-	-	-	106	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1138	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	785	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

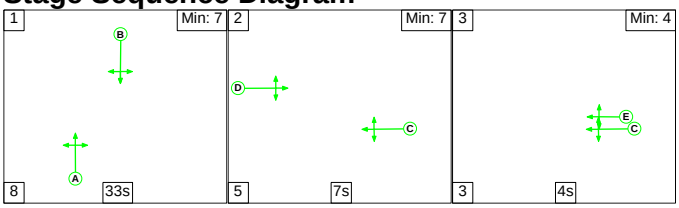
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**182**	**181**	**0**	**8.1**	**7.2**	**0.0**	**15.3**	**-**	**-**	**-**	**-**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**182**	**181**	**0**	**8.1**	**7.2**	**0.0**	**15.3**	**-**	**-**	**-**	**-**
1/1	881	881	-	-	-	3.0	3.4	-	6.4	26.1	12.7	3.4	16.1
1/2	253	253	0	0	0	0.5	0.2	-	0.7	9.9	2.2	0.2	2.4
2/1	369	369	175	179	0	2.1	2.2	-	4.3	41.5	5.7	2.2	7.9
3/1	13	13	0	3	0	0.1	0.0	-	0.1	31.3	0.2	0.0	0.2
4/1+4/2	784	784	7	0	0	2.4	1.5	0.0	3.9	17.8	10.0	1.5	11.4
5/1	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1138	1138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1	PRC for Signalled Lanes (%):	2.6	Total Delay for Signalled Lanes (pcuHr):	15.31	Cycle Time (s):	60
	PRC Over All Lanes (%):	2.6	Total Delay Over All Lanes(pcuHr):	15.31		

Full Input Data And Results

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

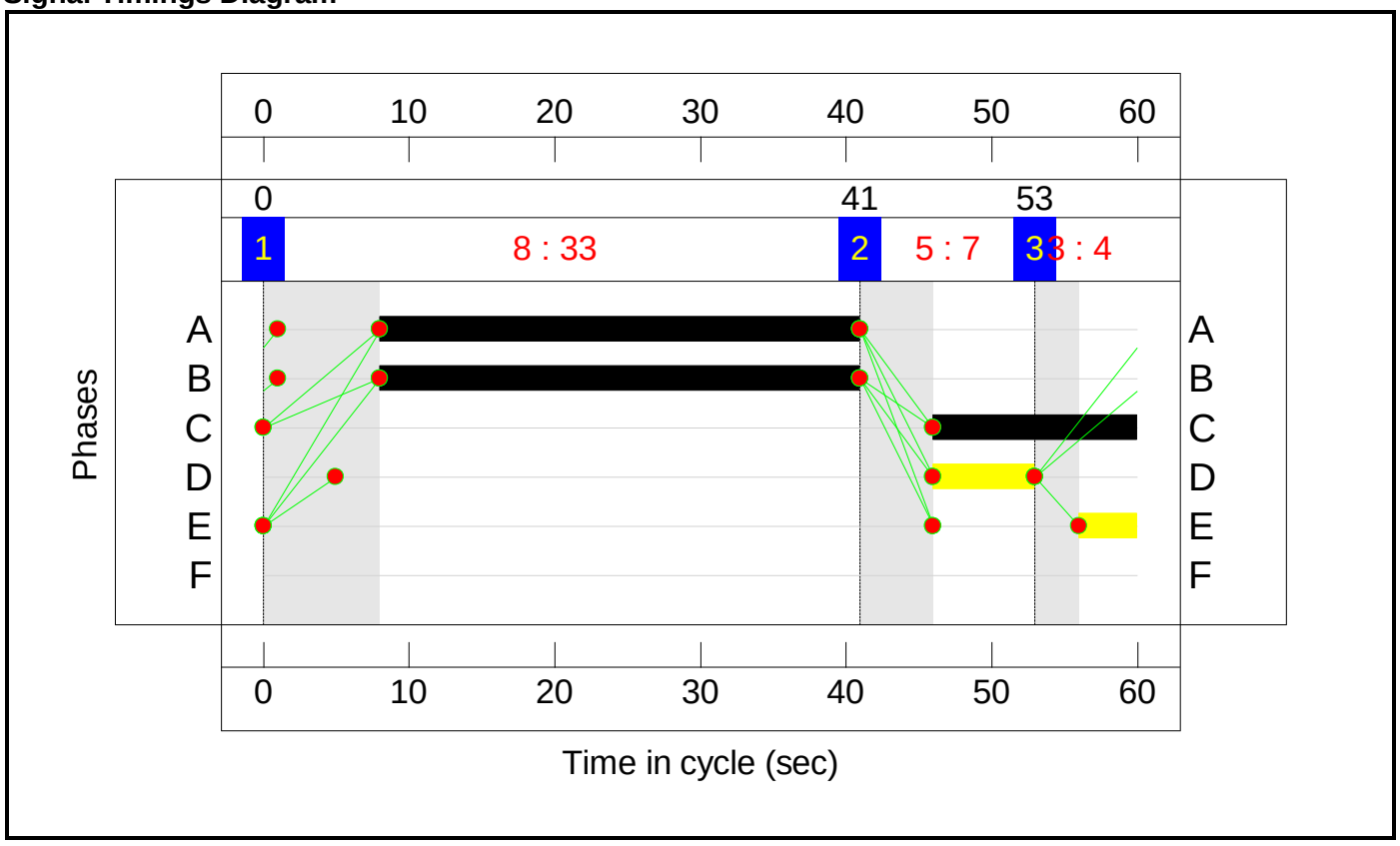
Stage Sequence Diagram



Stage Timings

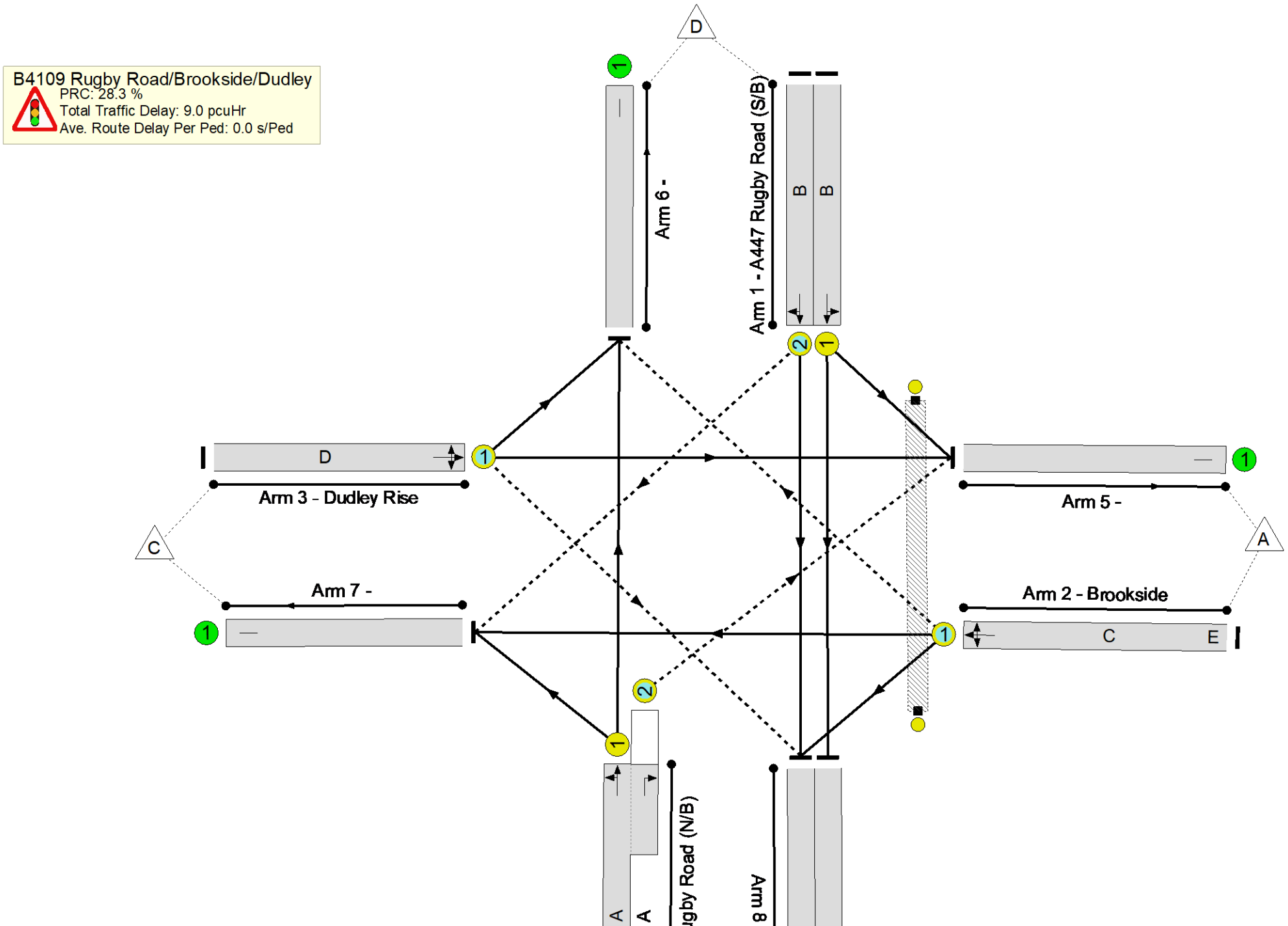
Stage	1	2	3
Duration	33	7	4
Change Point	0	41	53

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B4109 Rugby Road/Brookside/Dudley
PRC: 28.3 %
Total Traffic Delay: 9.0 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
D
Arm 6 -
Arm 1 - A447 Rugby Road (S/B)
B
B
D
Arm 3 - Dudley Rise
C
Arm 7 -
Arm 5 -
A
Arm 2 - Brookside
C
E
A
A
Rugby Road (N/B)
Arm 8

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: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.1%**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.1%**
1/1	A447 Rugby Road (S/B) Left Ahead	U	N/A	N/A	B		1	33	-	754	1897	1075	70.1%
1/2	A447 Rugby Road (S/B) Right Ahead	O	N/A	N/A	B		1	33	-	192	1915	1085	17.7%
2/1	Brookside Right Ahead Left	O	N/A	N/A	C	E	1	14	4	277	1787	397	69.7%
3/1	Dudley Rise Ahead Left Right	O	N/A	N/A	D		1	7	-	5	1762	219	2.3%
4/1+4/2	Rugby Road (N/B) Right Ahead Left	U+O	N/A	N/A	A		1	33	-	714	1945:1809	1102+5	64.5 : 64.5%
5/1		U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	987	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	705	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	196	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

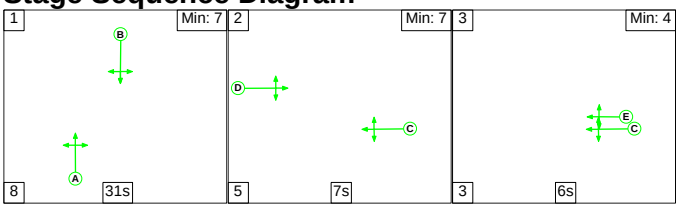
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**190**	**89**	**0**	**5.7**	**3.3**	**0.0**	**9.0**	**-**	**-**	**-**	**-**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**190**	**89**	**0**	**5.7**	**3.3**	**0.0**	**9.0**	**-**	**-**	**-**	**-**
1/1	754	754	-	-	-	2.0	1.2	-	3.1	14.9	9.0	1.2	10.2
1/2	192	192	0	0	0	0.3	0.1	-	0.4	8.3	1.5	0.1	1.6
2/1	277	277	187	87	0	1.6	1.1	-	2.7	35.3	4.2	1.1	5.4
3/1	5	5	0	2	0	0.0	0.0	-	0.0	31.4	0.1	0.0	0.1
4/1+4/2	714	714	3	0	0	1.8	0.9	0.0	2.7	13.5	7.9	0.9	8.8
5/1	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	987	987	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1	PRC for Signalled Lanes (%):	28.3	Total Delay for Signalled Lanes (pcuHr):	8.99	Cycle Time (s):	60
	PRC Over All Lanes (%):	28.3	Total Delay Over All Lanes(pcuHr):	8.99		

Full Input Data And Results

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

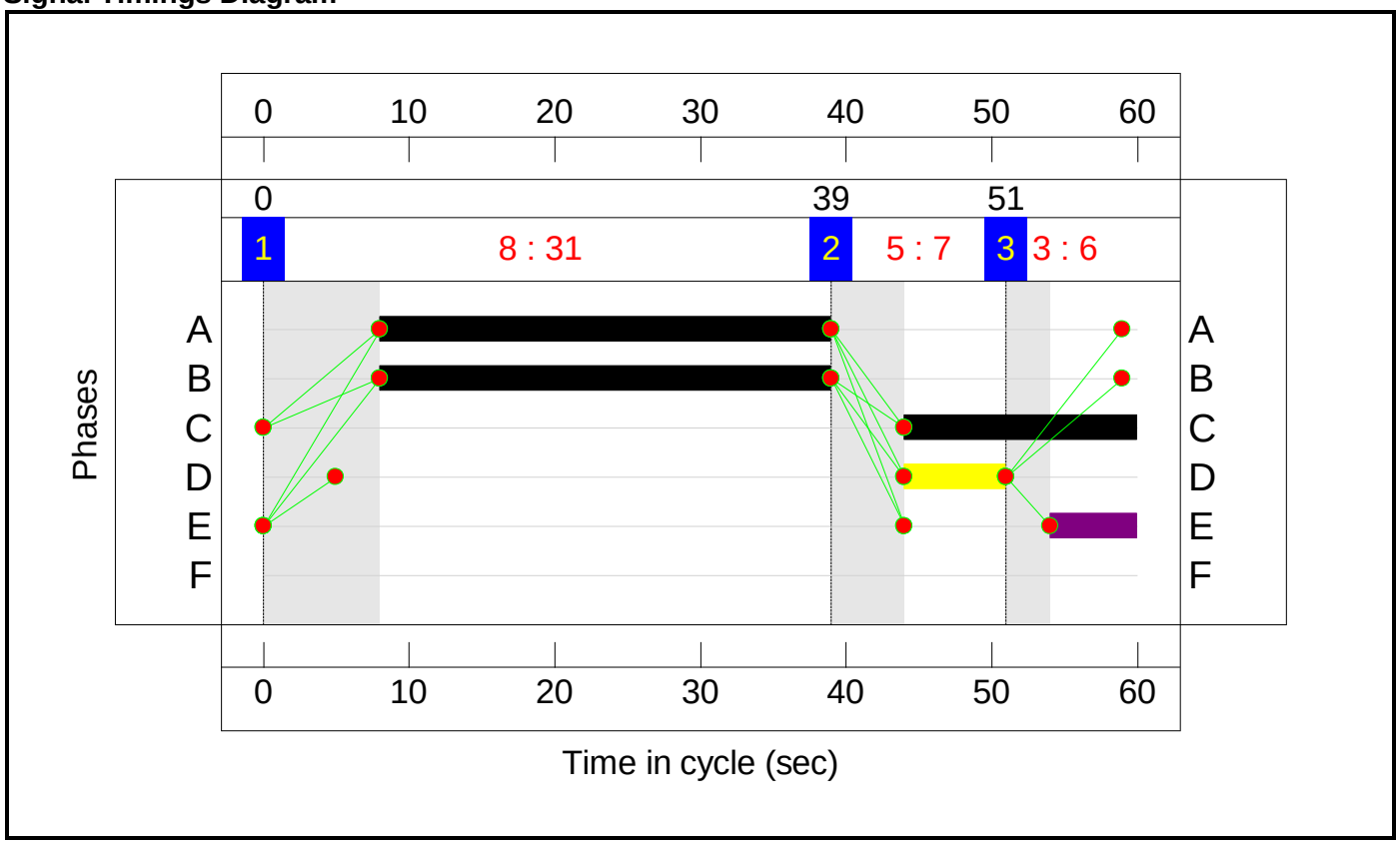
Stage Sequence Diagram



Stage Timings

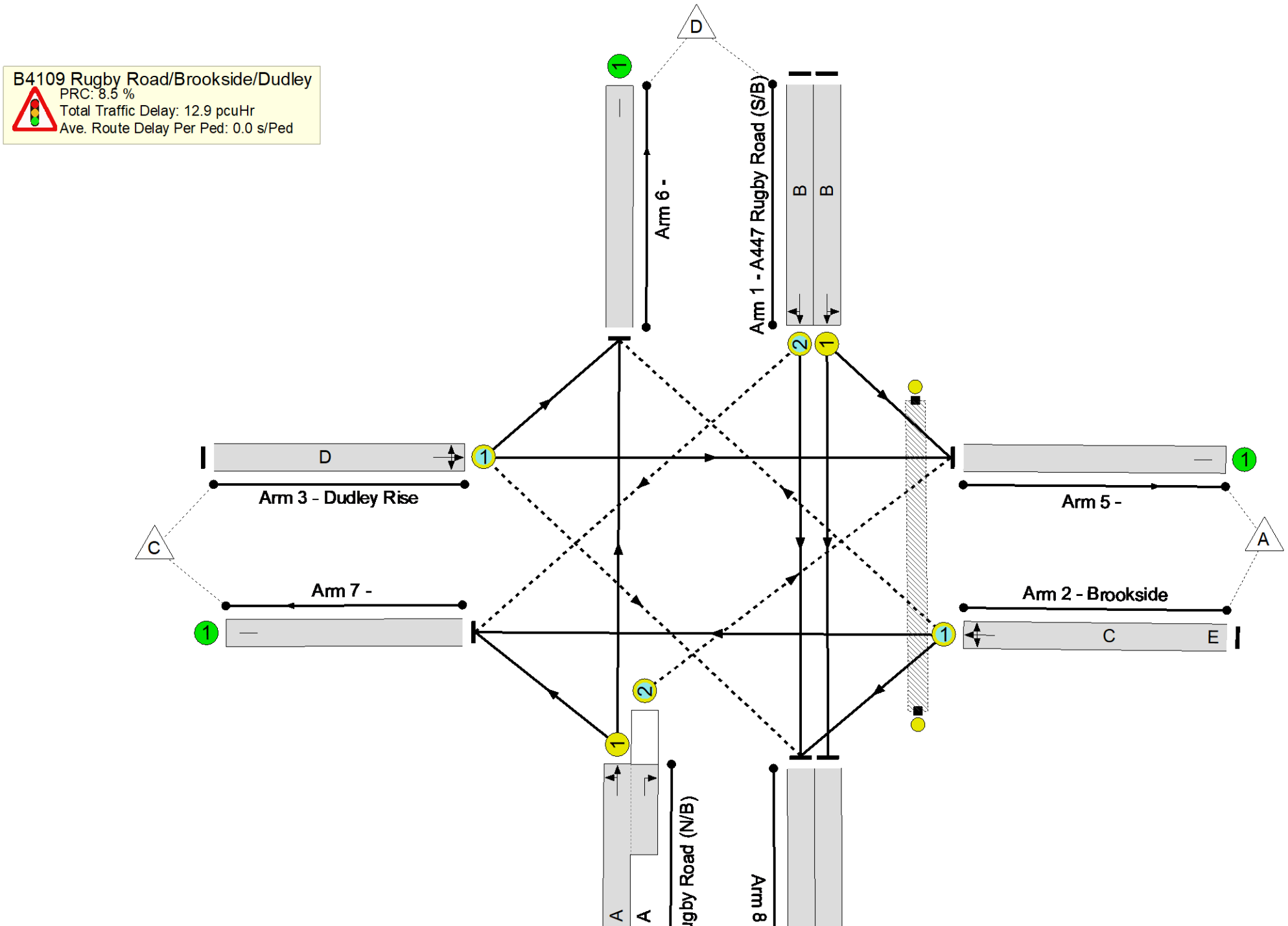
Stage	1	2	3
Duration	31	7	6
Change Point	0	39	51

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B4109 Rugby Road/Brookside/Dudley
PRC: 8.5 %
Total Traffic Delay: 12.9 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
D
Arm 6 -
Arm 1 - A447 Rugby Road (S/B)
B
B
D
Arm 3 - Dudley Rise
C
Arm 7 -
Arm 5 -
A
Arm 2 - Brookside
C
E
A
A
Rugby Road (N/B)
Arm 8

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: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**
1/1	A447 Rugby Road (S/B) Left Ahead	U	N/A	N/A	B		1	31	-	837	1892	1009	82.9%
1/2	A447 Rugby Road (S/B) Right Ahead	O	N/A	N/A	B		1	31	-	222	1915	1021	21.7%
2/1	Brookside Right Ahead Left	O	N/A	N/A	C	E	1	16	6	351	1785	450	78.0%
3/1	Dudley Rise Ahead Left Right	O	N/A	N/A	D		1	7	-	13	1802	228	5.7%
4/1+4/2	Rugby Road (N/B) Right Ahead Left	U+O	N/A	N/A	A		1	31	-	741	1945:1809	1037+8	70.9 : 70.9%
5/1		U	N/A	N/A	-		-	-	-	78	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1080	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	237	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**182**	**165**	**0**	**7.4**	**5.5**	**0.0**	**12.9**	**-**	**-**	**-**	**-**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**182**	**165**	**0**	**7.4**	**5.5**	**0.0**	**12.9**	**-**	**-**	**-**	**-**
1/1	837	837	-	-	-	2.7	2.4	-	5.1	21.9	11.6	2.4	14.0
1/2	222	222	0	0	0	0.5	0.1	-	0.6	9.7	1.9	0.1	2.1
2/1	351	351	176	162	0	2.0	1.7	-	3.7	37.7	5.4	1.7	7.1
3/1	13	13	0	3	0	0.1	0.0	-	0.1	31.3	0.2	0.0	0.2
4/1+4/2	741	741	6	0	0	2.2	1.2	0.0	3.4	16.4	9.2	1.2	10.4
5/1	78	78	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1080	1080	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1

PRC for Signalled Lanes (%): 8.5
PRC Over All Lanes (%): 8.5

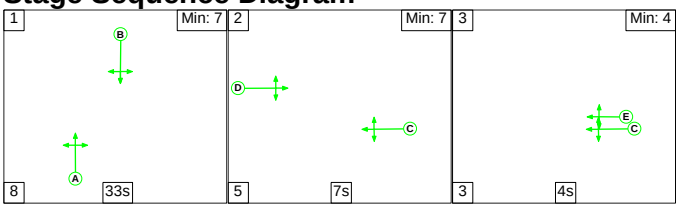
Total Delay for Signalled Lanes (pcuHr): 12.86
Total Delay Over All Lanes(pcuHr): 12.86

Cycle Time (s): 60

Full Input Data And Results

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

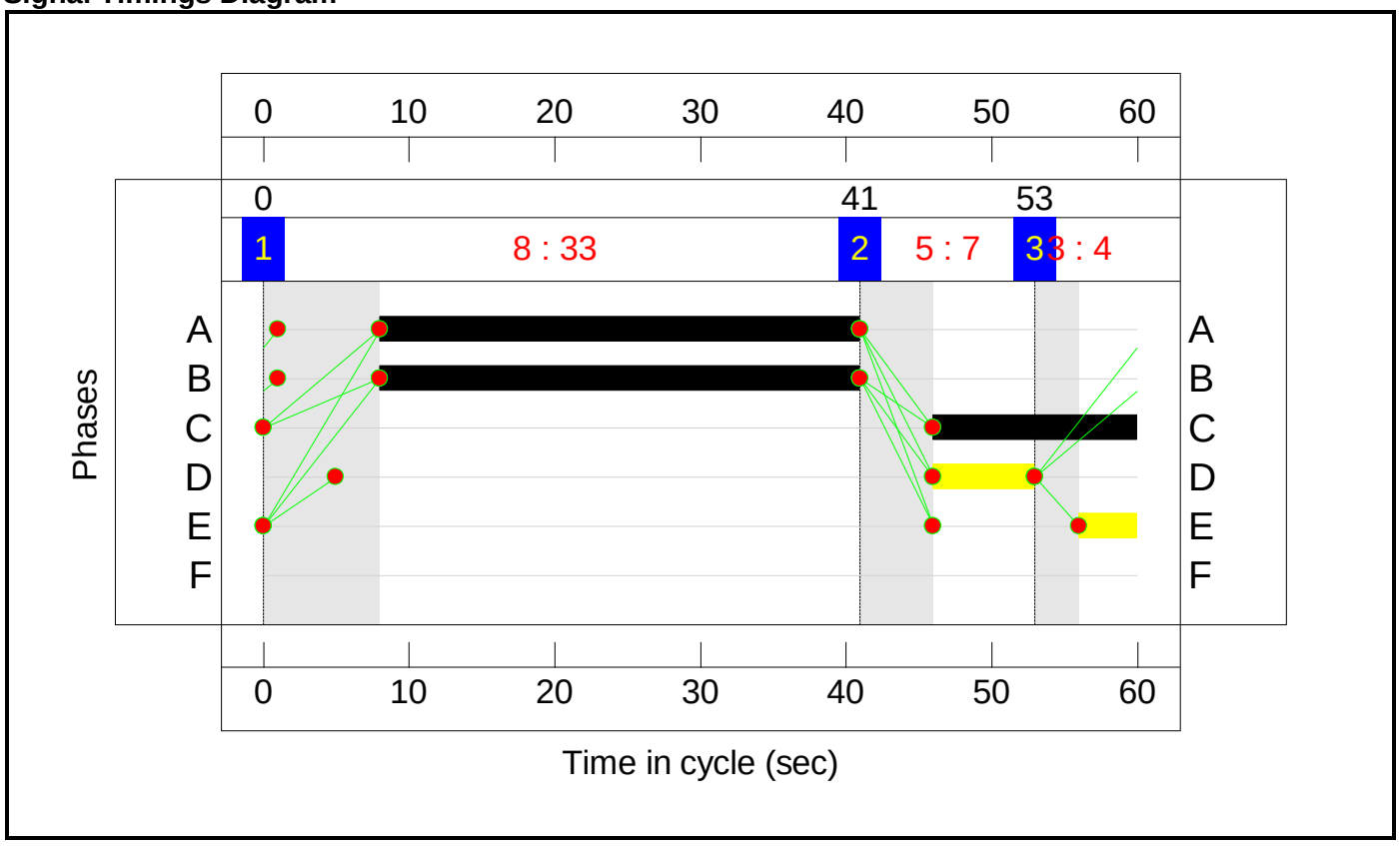
Stage Sequence Diagram



Stage Timings

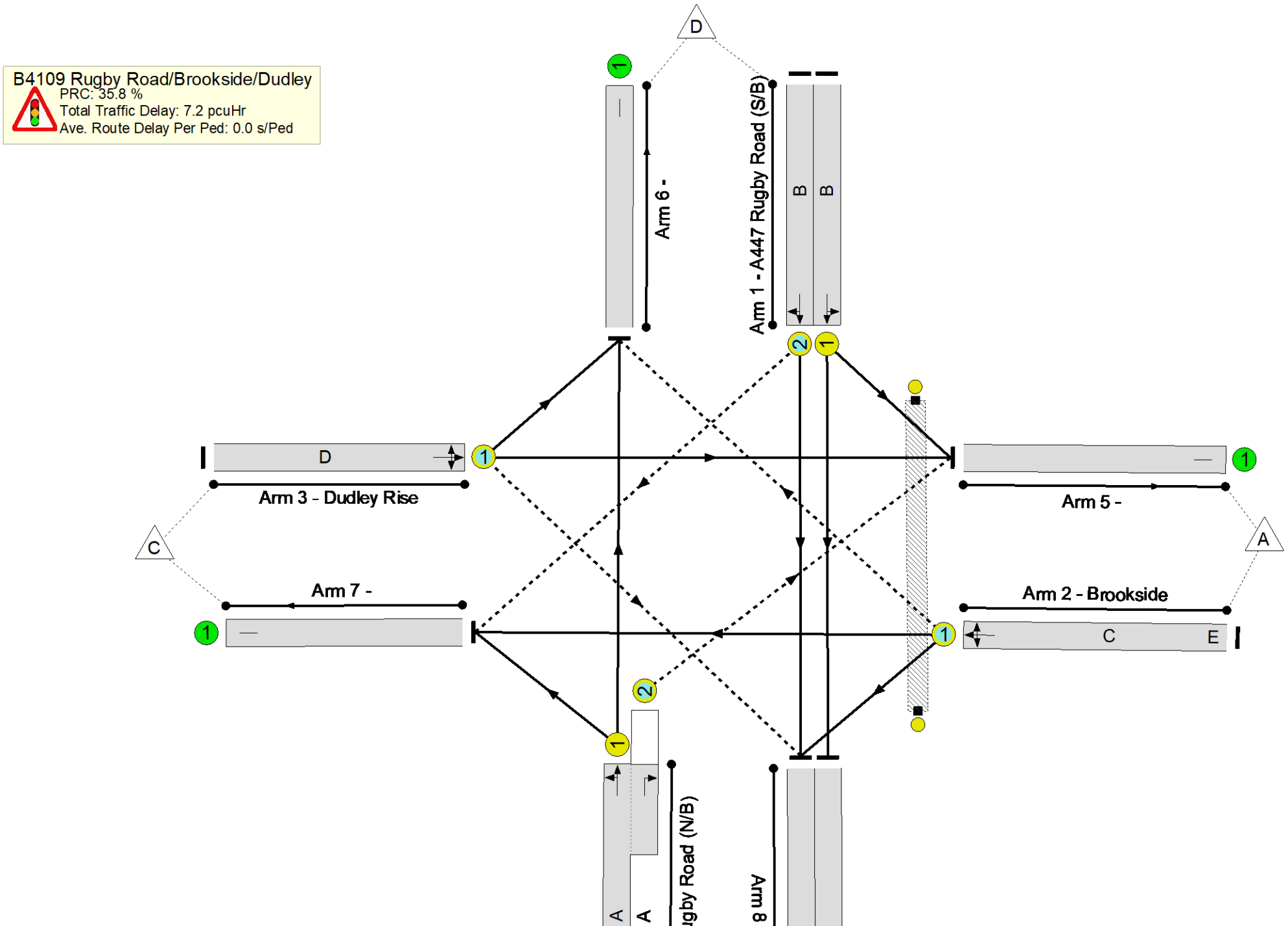
Stage	1	2	3
Duration	33	7	4
Change Point	0	41	53

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B4109 Rugby Road/Brookside/Dudley
PRC: 35.8 %
Total Traffic Delay: 7.2 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
D
Arm 6 -
Arm 1 - A447 Rugby Road (S/B)
B
B
D
Arm 3 - Dudley Rise
C
Arm 7 -
Arm 5 -
A
Arm 2 - Brookside
C
E
A
A
Rugby Road (N/B)
Arm 8

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: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.3%**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.3%**
1/1	A447 Rugby Road (S/B) Left Ahead	U	N/A	N/A	B		1	33	-	713	1899	1076	66.3%
1/2	A447 Rugby Road (S/B) Right Ahead	O	N/A	N/A	B		1	33	-	223	1915	1085	20.5%
2/1	Brookside Right Ahead Left	O	N/A	N/A	C	E	1	14	4	224	1787	398	56.3%
3/1	Dudley Rise Ahead Left Right	O	N/A	N/A	D		1	7	-	5	1762	219	2.3%
4/1+4/2	Rugby Road (N/B) Right Ahead Left	U+O	N/A	N/A	A		1	33	-	608	1945:1809	1102+5	54.9 : 54.9%
5/1		U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

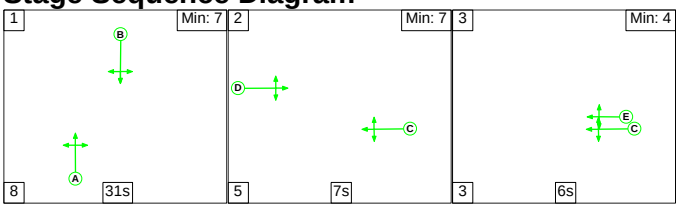
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**147**	**79**	**0**	**4.8**	**2.4**	**0.0**	**7.2**	**-**	**-**	**-**	**-**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**147**	**79**	**0**	**4.8**	**2.4**	**0.0**	**7.2**	**-**	**-**	**-**	**-**
1/1	713	713	-	-	-	1.8	1.0	-	2.8	14.0	8.1	1.0	9.1
1/2	223	223	0	0	0	0.4	0.1	-	0.5	8.5	1.8	0.1	1.9
2/1	224	224	144	77	0	1.2	0.6	-	1.9	30.0	3.2	0.6	3.9
3/1	5	5	0	2	0	0.0	0.0	-	0.0	31.4	0.1	0.0	0.1
4/1+4/2	608	608	3	0	0	1.4	0.6	0.0	2.0	11.8	6.2	0.6	6.8
5/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1	PRC for Signalled Lanes (%):	35.8	Total Delay for Signalled Lanes (pcuHr):	7.19	Cycle Time (s):	60
	PRC Over All Lanes (%):	35.8	Total Delay Over All Lanes(pcuHr):	7.19		

Full Input Data And Results

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

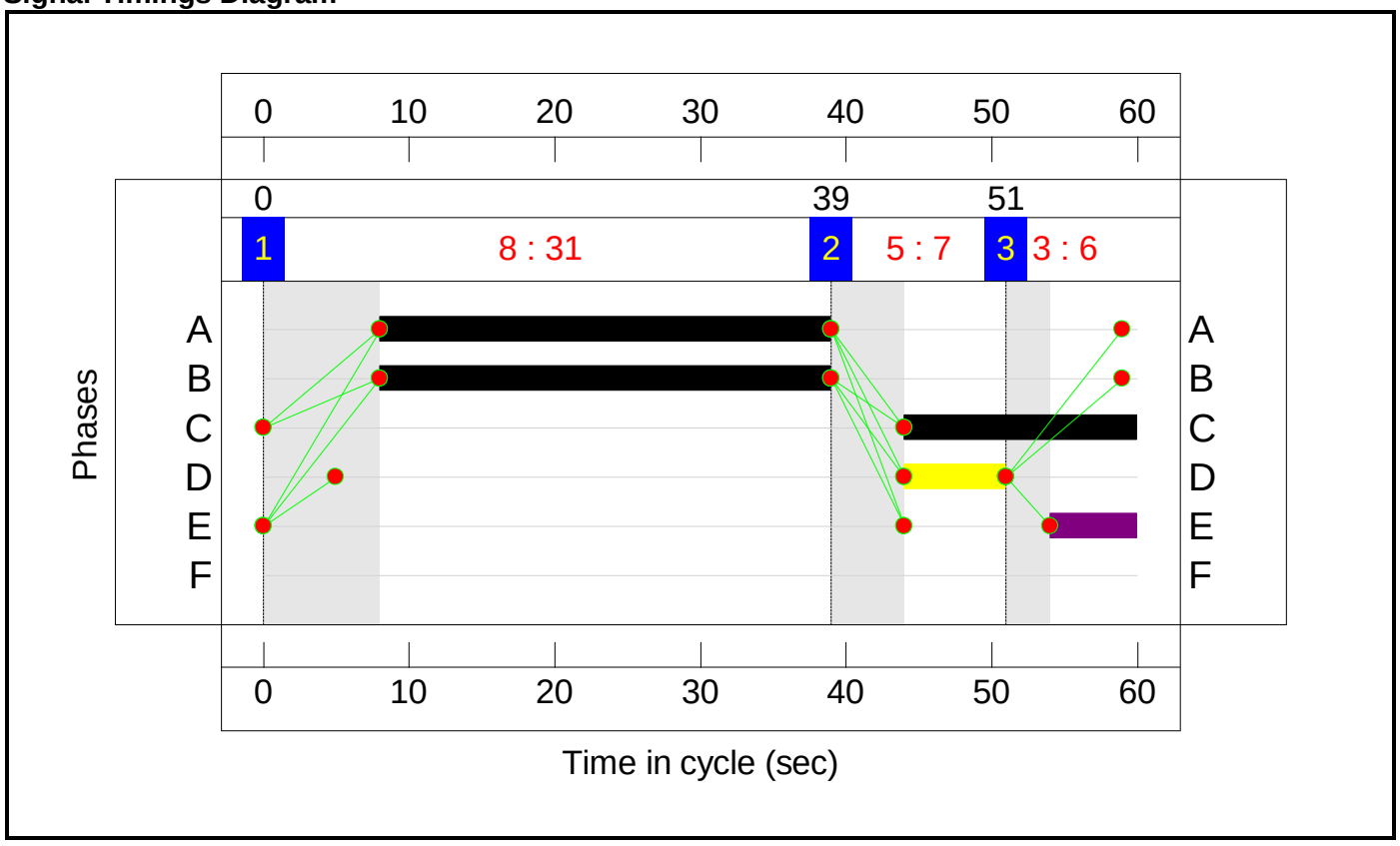
Stage Sequence Diagram



Stage Timings

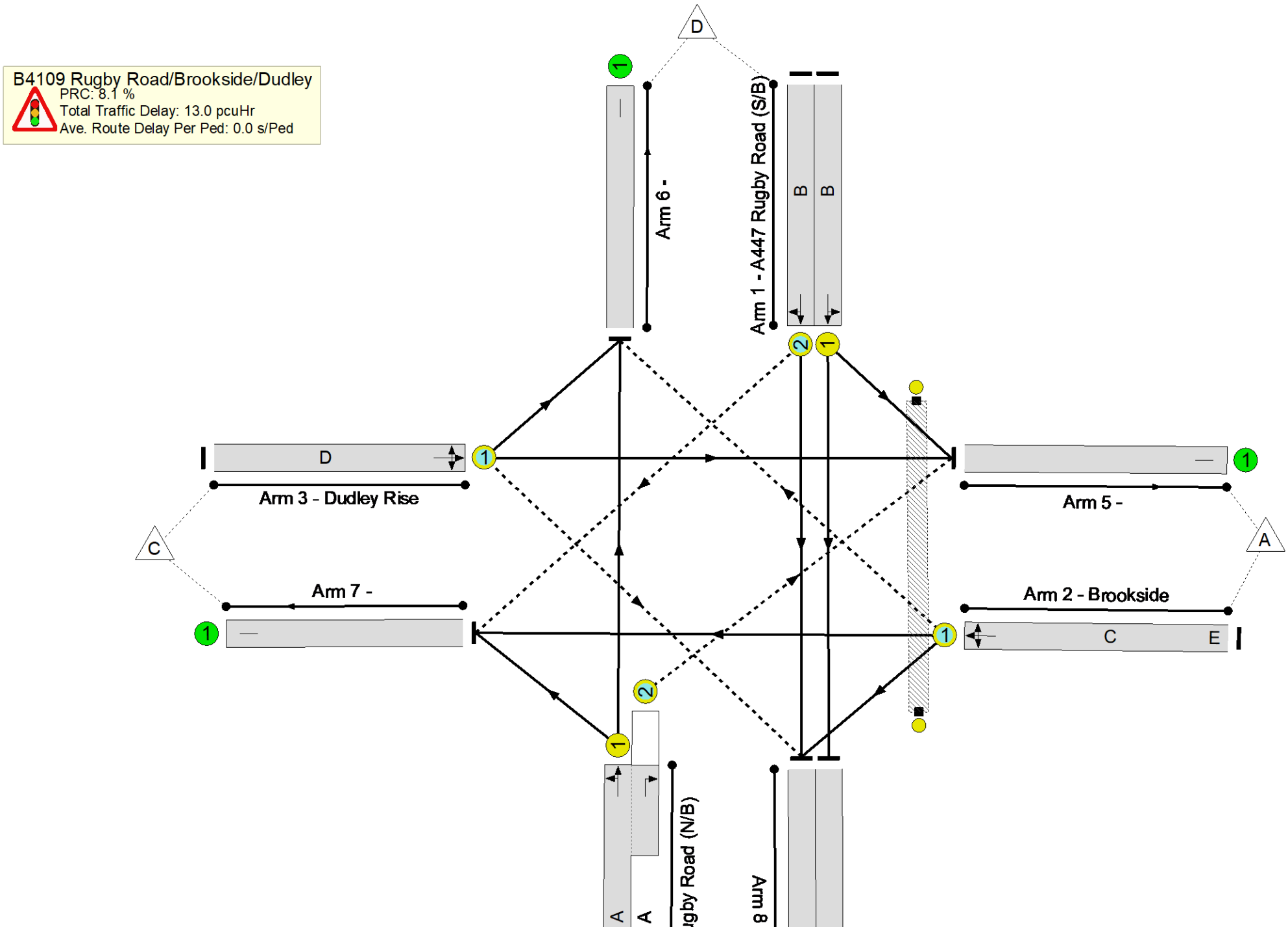
Stage	1	2	3
Duration	31	7	6
Change Point	0	39	51

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B4109 Rugby Road/Brookside/Dudley
PRC: 8.1 %
Total Traffic Delay: 13.0 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
D
Arm 6 -
Arm 1 - A447 Rugby Road (S/B)
B
B
D
Arm 3 - Dudley Rise
C
Arm 7 -
Arm 5 -
A
Arm 2 - Brookside
C
E
A
A
Rugby Road (N/B)
Arm 8

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: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.2%**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.2%**
1/1	A447 Rugby Road (S/B) Left Ahead	U	N/A	N/A	B		1	31	-	839	1890	1008	83.2%
1/2	A447 Rugby Road (S/B) Right Ahead	O	N/A	N/A	B		1	31	-	225	1915	1021	22.0%
2/1	Brookside Right Ahead Left	O	N/A	N/A	C	E	1	16	6	351	1785	449	78.1%
3/1	Dudley Rise Ahead Left Right	O	N/A	N/A	D		1	7	-	14	1798	229	6.1%
4/1+4/2	Rugby Road (N/B) Right Ahead Left	U+O	N/A	N/A	A		1	31	-	745	1945:1809	1037+8	71.2 : 71.2%
5/1		U	N/A	N/A	-		-	-	-	84	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1085	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	764	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**181**	**166**	**0**	**7.4**	**5.5**	**0.0**	**13.0**	**-**	**-**	**-**	**-**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**181**	**166**	**0**	**7.4**	**5.5**	**0.0**	**13.0**	**-**	**-**	**-**	**-**
1/1	839	839	-	-	-	2.7	2.4	-	5.2	22.1	11.7	2.4	14.1
1/2	225	225	0	0	0	0.5	0.1	-	0.6	9.7	1.9	0.1	2.1
2/1	351	351	175	163	0	2.0	1.7	-	3.7	37.9	5.4	1.7	7.1
3/1	14	14	0	3	0	0.1	0.0	-	0.1	31.3	0.2	0.0	0.2
4/1+4/2	745	745	6	0	0	2.2	1.2	0.0	3.4	16.6	9.2	1.2	10.5
5/1	84	84	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1085	1085	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	764	764	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1

PRC for Signalled Lanes (%): 8.1
PRC Over All Lanes (%): 8.1

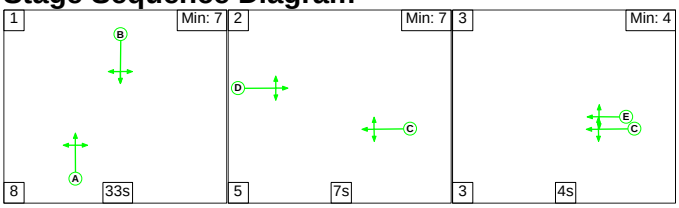
Total Delay for Signalled Lanes (pcuHr): 13.00
Total Delay Over All Lanes(pcuHr): 13.00

Cycle Time (s): 60

Full Input Data And Results

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

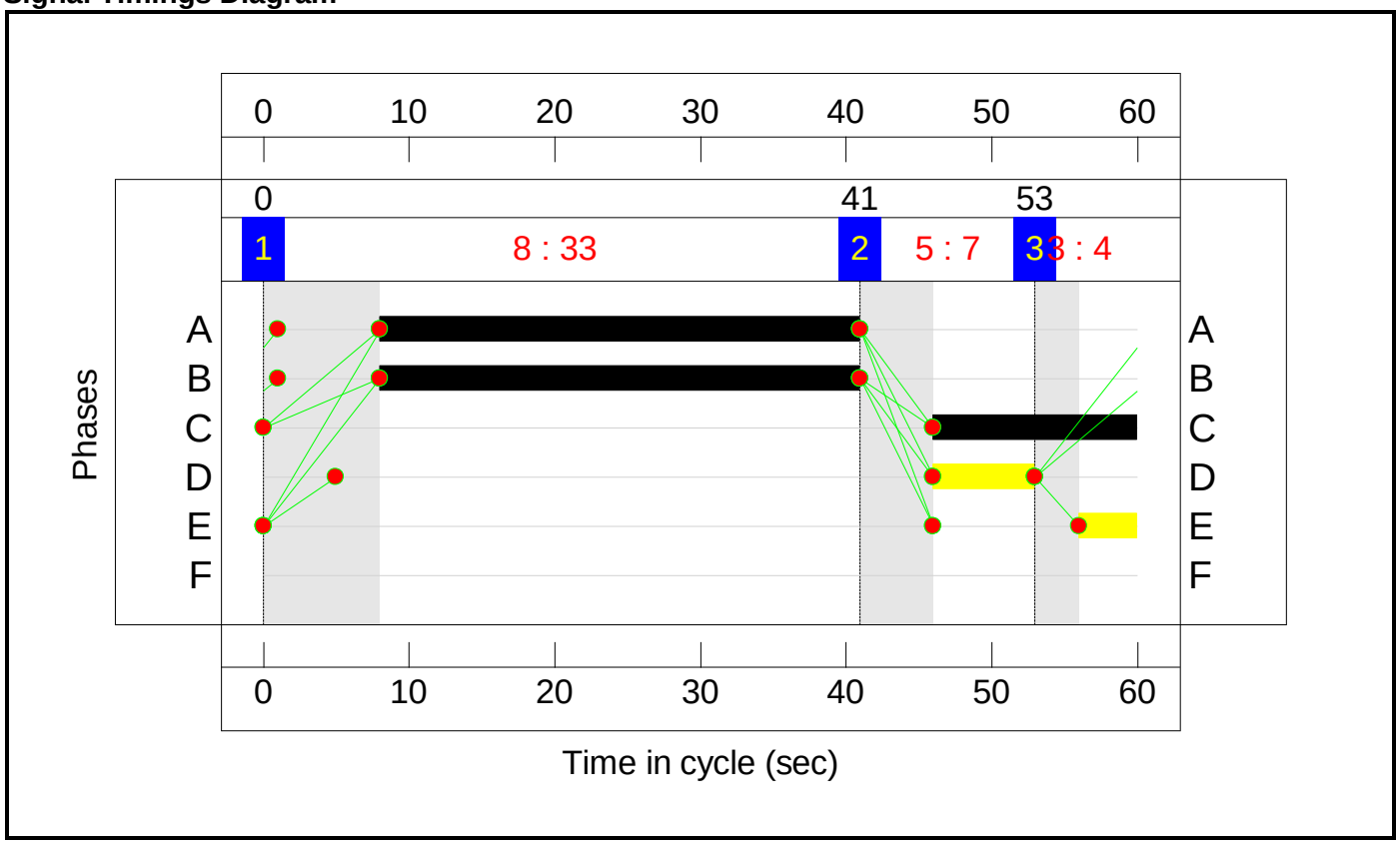
Stage Sequence Diagram



Stage Timings

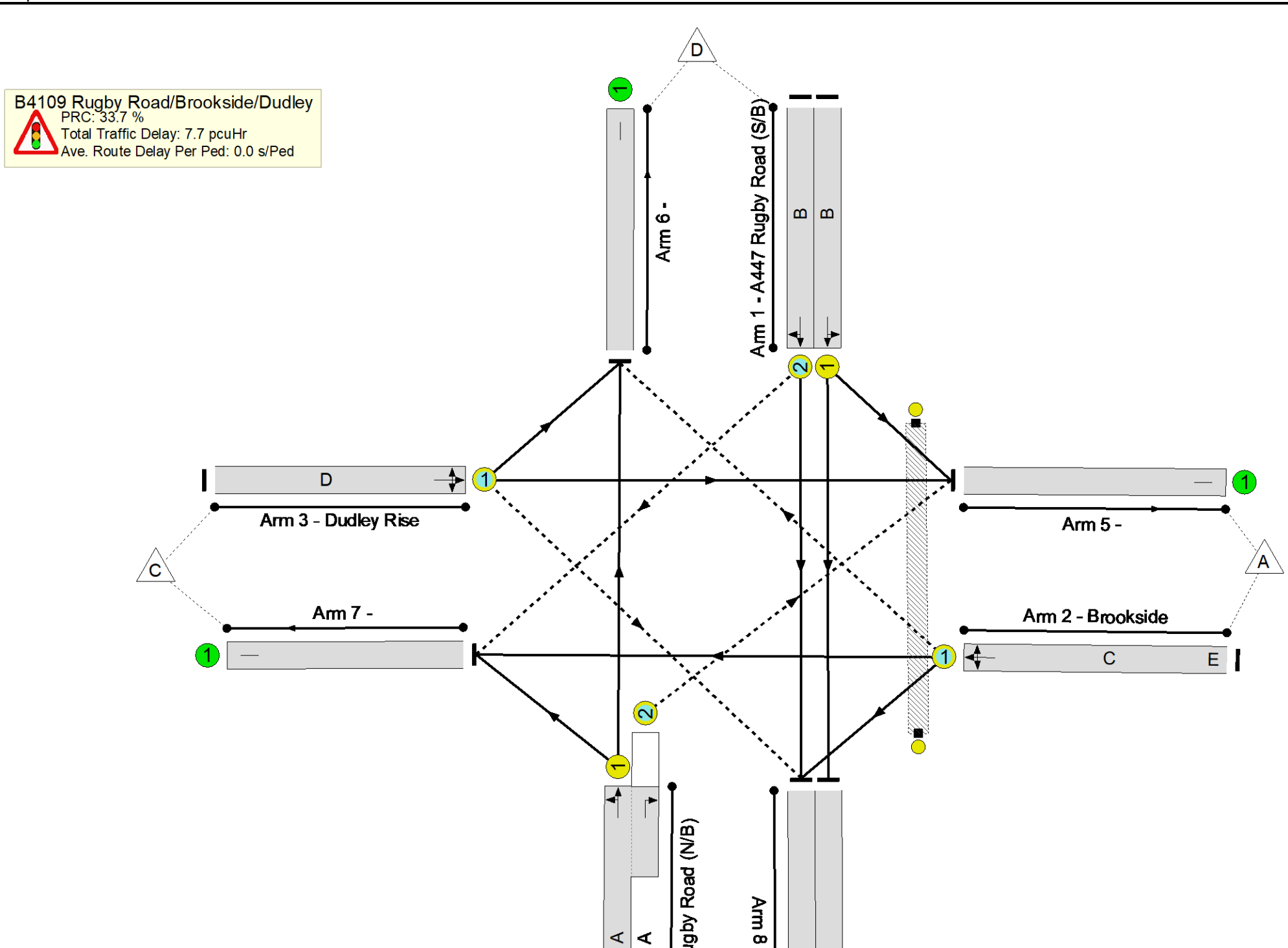
Stage	1	2	3
Duration	33	7	4
Change Point	0	41	53

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B4109 Rugby Road/Brookside/Dudley
PRC: 33.7 %
Total Traffic Delay: 7.7 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
D
Arm 6 -
Arm 1 - A447 Rugby Road (S/B)
B
B
D
Arm 3 - Dudley Rise
C
Arm 7 -
Arm 5 -
A
Arm 2 - Brookside
C
E
A
A
Rugby Road (N/B)
Arm 8

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: B4109 Rugby Road_Brookside_Dudley Upgrade	-	-	**N/A**	-	-		-	-	-	-	-	-	**67.3%**
B4109 Rugby Road/Brookside/Dudley	-	-	**N/A**	-	-		-	-	-	-	-	-	**67.3%**
1/1	A447 Rugby Road (S/B) Left Ahead	U	N/A	N/A	B		1	33	-	725	1900	1077	67.3%
1/2	A447 Rugby Road (S/B) Right Ahead	O	N/A	N/A	B		1	33	-	210	1915	1085	19.4%
2/1	Brookside Right Ahead Left	O	N/A	N/A	C	E	1	14	4	241	1787	398	60.6%
3/1	Dudley Rise Ahead Left Right	O	N/A	N/A	D		1	7	-	5	1762	219	2.3%
4/1+4/2	Rugby Road (N/B) Right Ahead Left	U+O	N/A	N/A	A		1	33	-	646	1945:1809	1102+5	58.3 : 58.3%
5/1		U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	883	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**162**	**80**	**0**	**5.1**	**2.6**	**0.0**	**7.7**	**-**	**-**	**-**	**-**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**162**	**80**	**0**	**5.1**	**2.6**	**0.0**	**7.7**	**-**	**-**	**-**	**-**
1/1	725	725	-	-	-	1.8	1.0	-	2.9	14.2	8.5	1.0	9.5
1/2	210	210	0	0	0	0.4	0.1	-	0.5	8.4	1.7	0.1	1.8
2/1	241	241	159	79	0	1.3	0.8	-	2.1	31.4	3.5	0.8	4.3
3/1	5	5	0	2	0	0.0	0.0	-	0.0	31.4	0.1	0.0	0.1
4/1+4/2	646	646	3	0	0	1.5	0.7	0.0	2.2	12.3	6.8	0.7	7.5
5/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	883	883	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1

PRC for Signalled Lanes (%): 33.7
PRC Over All Lanes (%): 33.7

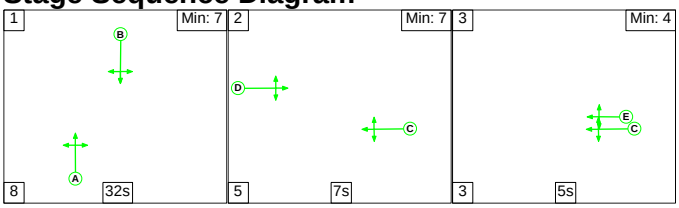
Total Delay for Signalled Lanes (pcuHr): 7.71
Total Delay Over All Lanes(pcuHr): 7.71

Cycle Time (s): 60

Full Input Data And Results

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

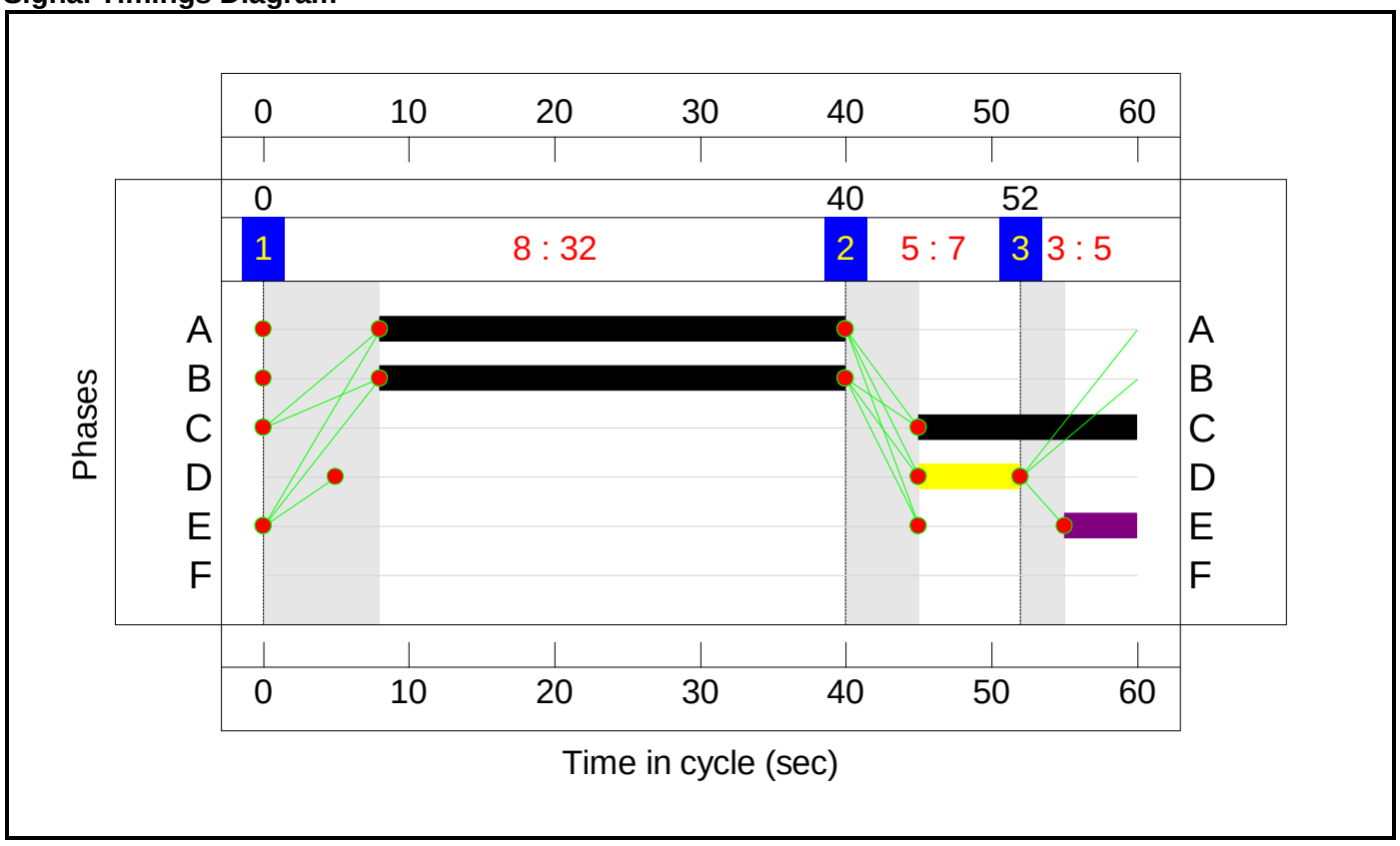
Stage Sequence Diagram



Stage Timings

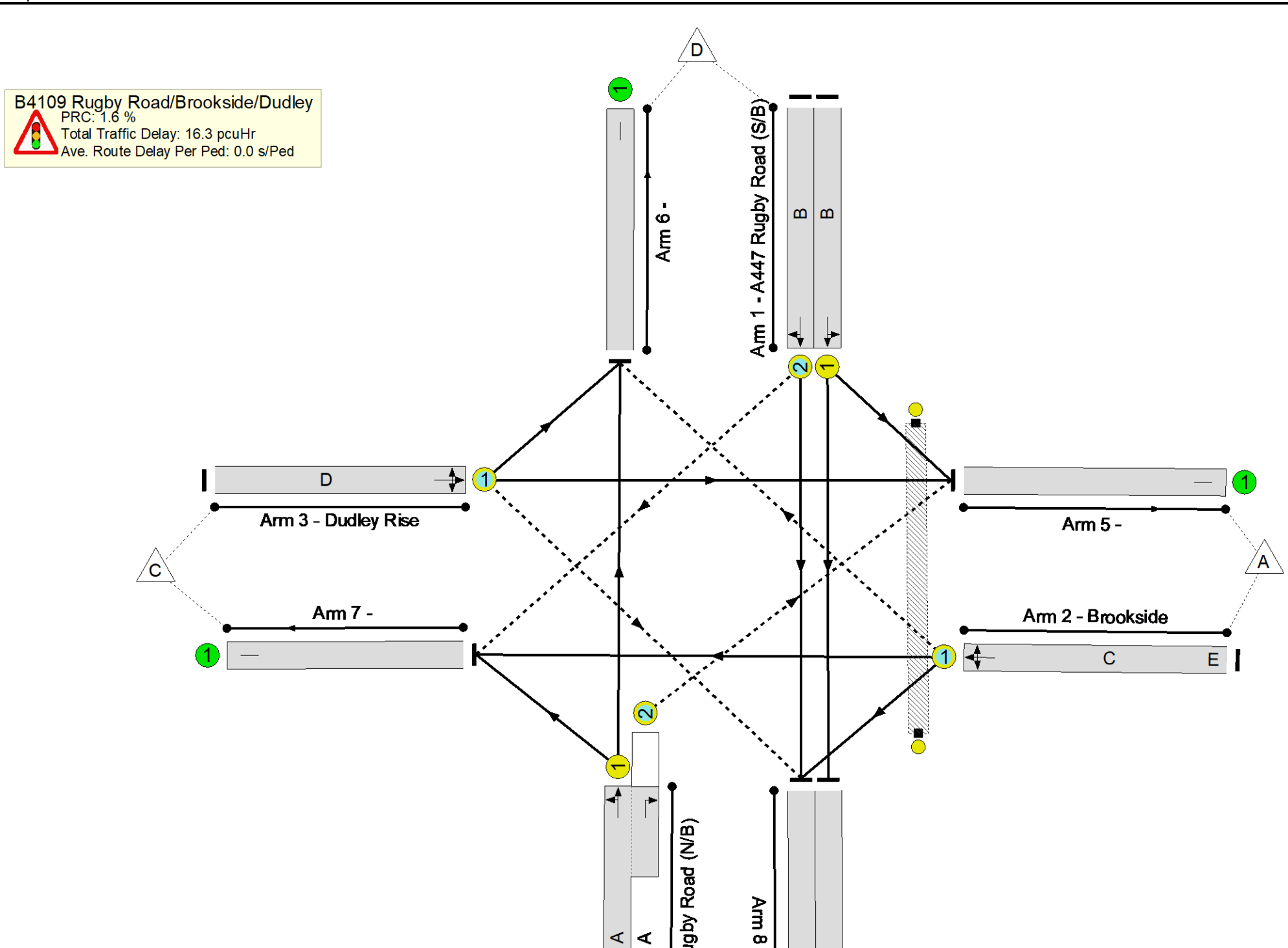
Stage	1	2	3
Duration	32	7	5
Change Point	0	40	52

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B4109 Rugby Road/Brookside/Dudley
PRC: 1.6 %
Total Traffic Delay: 16.3 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
D
Arm 6 -
Arm 1 - A447 Rugby Road (S/B)
B
B
D
Arm 3 - Dudley Rise
C
Arm 7 -
Arm 5 -
A
Arm 2 - Brookside
C
E
A
A
Rugby Road (N/B)
Arm 8

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: B4109 Rugby Road_Brookside_Dudley Upgrade	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.5%**
B4109 Rugby Road/Brookside/Dudley	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.5%**
1/1	A447 Rugby Road (S/B) Left Ahead	U	N/A	N/A	B		1	32	-	917	1883	1036	88.5%
1/2	A447 Rugby Road (S/B) Right Ahead	O	N/A	N/A	B		1	32	-	288	1915	1053	27.3%
2/1	Brookside Right Ahead Left	O	N/A	N/A	C	E	1	15	5	363	1785	421	86.3%
3/1	Dudley Rise Ahead Left Right	O	N/A	N/A	D		1	7	-	13	1802	228	5.7%
4/1+4/2	Rugby Road (N/B) Right Ahead Left	U+O	N/A	N/A	A		1	32	-	799	1945:1809	1070+9	74.0 : 74.0%
5/1		U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1147	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	813	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**182**	**176**	**0**	**8.1**	**8.1**	**0.0**	**16.3**	**-**	**-**	**-**	**-**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**182**	**176**	**0**	**8.1**	**8.1**	**0.0**	**16.3**	**-**	**-**	**-**	**-**
1/1	917	917	-	-	-	3.0	3.6	-	6.7	26.1	13.2	3.6	16.9
1/2	288	288	0	0	0	0.6	0.2	-	0.8	9.5	2.5	0.2	2.7
2/1	363	363	175	173	0	2.2	2.9	-	5.0	49.7	5.7	2.9	8.6
3/1	13	13	0	3	0	0.1	0.0	-	0.1	31.3	0.2	0.0	0.2
4/1+4/2	799	799	7	0	0	2.3	1.4	0.0	3.7	16.7	9.9	1.4	11.4
5/1	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1147	1147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	813	813	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1

PRC for Signalled Lanes (%): 1.6
PRC Over All Lanes (%): 1.6

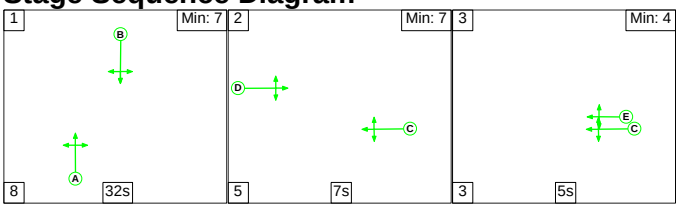
Total Delay for Signalled Lanes (pcuHr): 16.26
Total Delay Over All Lanes(pcuHr): 16.26

Cycle Time (s): 60

Full Input Data And Results

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

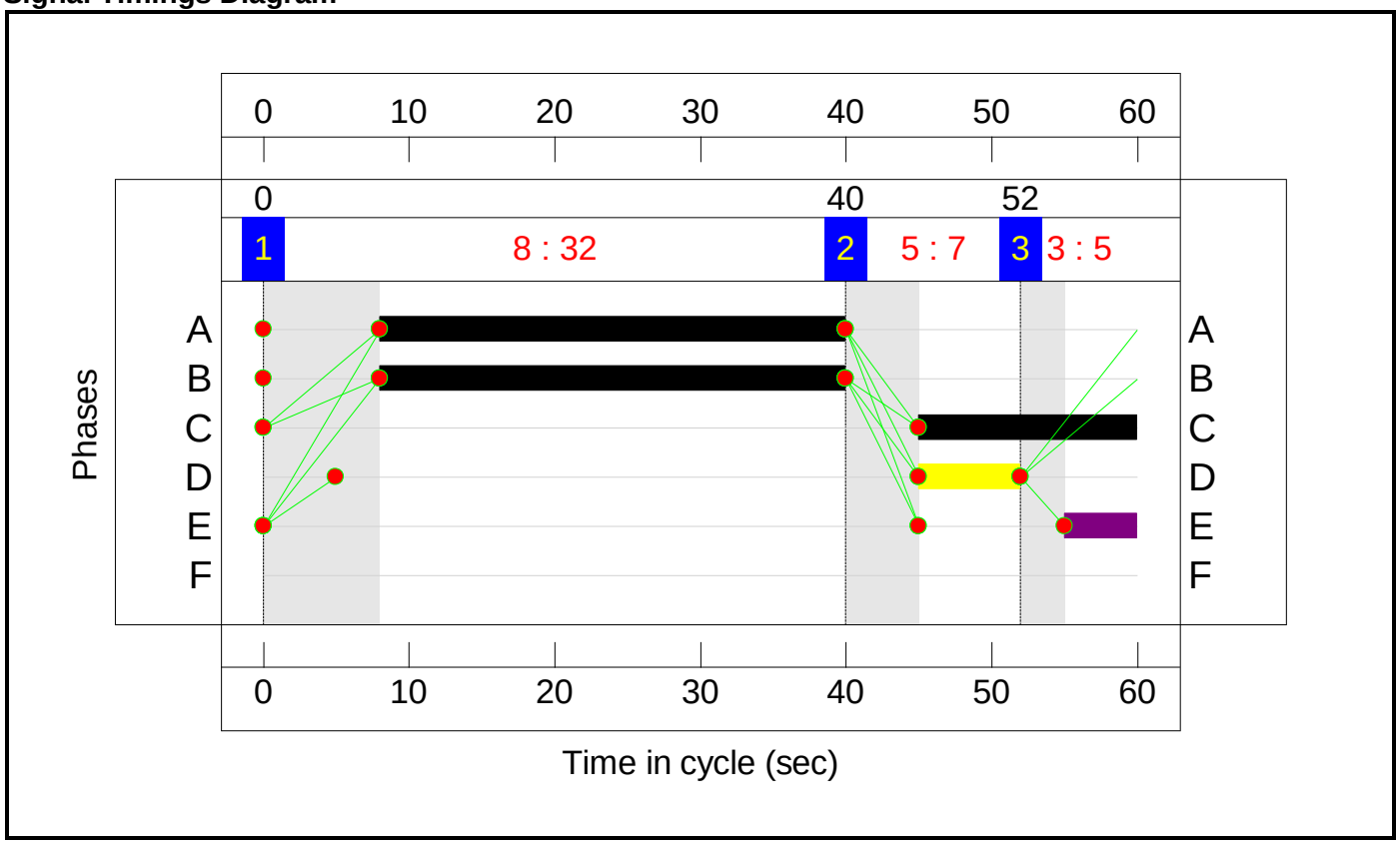
Stage Sequence Diagram



Stage Timings

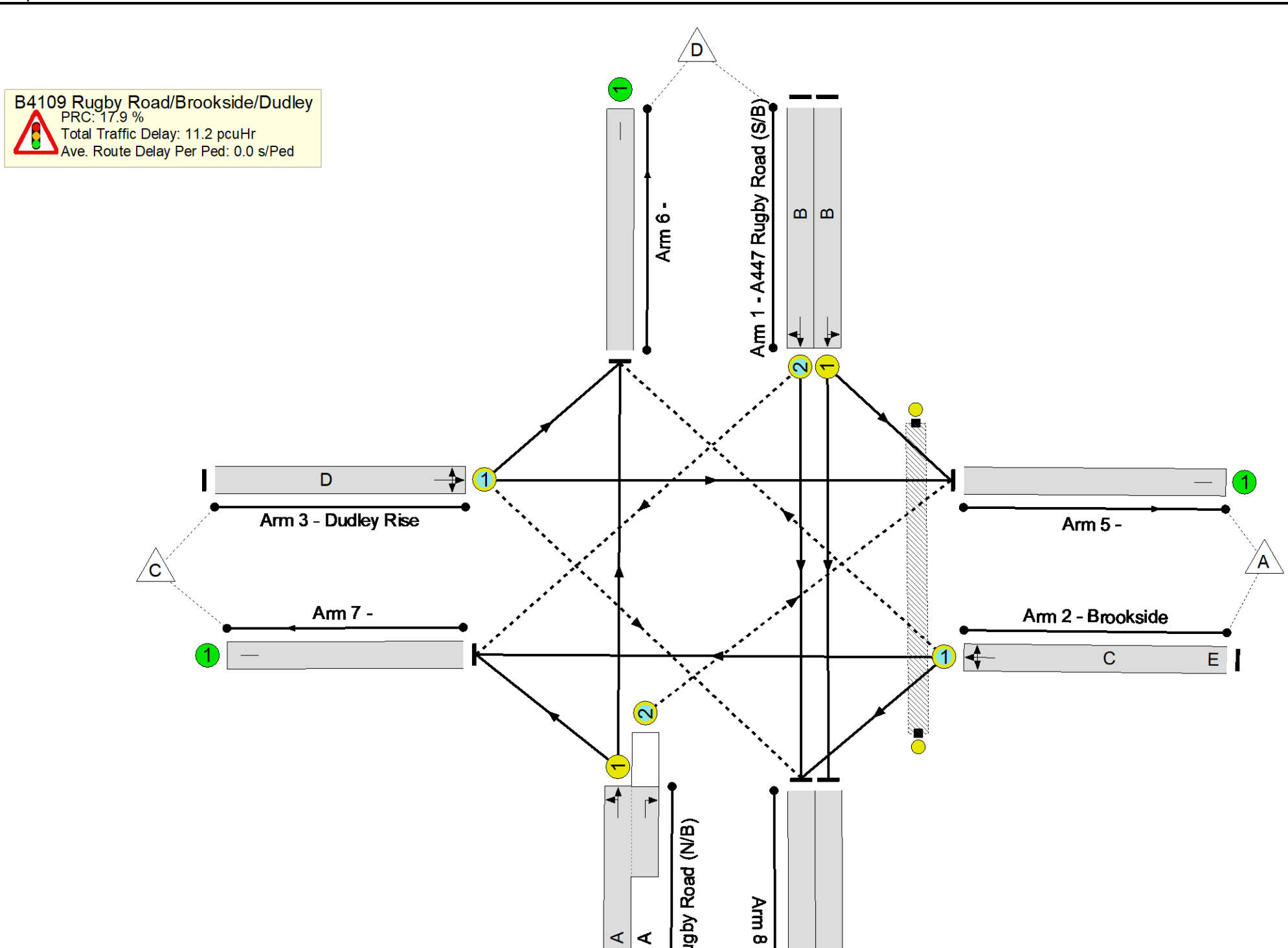
Stage	1	2	3
Duration	32	7	5
Change Point	0	40	52

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B4109 Rugby Road/Brookside/Dudley
PRC: 17.9 %
Total Traffic Delay: 11.2 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
D
Arm 6 -
Arm 1 - A447 Rugby Road (S/B)
B
B
D
Arm 3 - Dudley Rise
C
Arm 7 -
Arm 5 -
A
Arm 2 - Brookside
C
E
A
A
Rugby Road (N/B)
Arm 8

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: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.3%**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.3%**
1/1	A447 Rugby Road (S/B) Left Ahead	U	N/A	N/A	B		1	32	-	798	1901	1046	76.3%
1/2	A447 Rugby Road (S/B) Right Ahead	O	N/A	N/A	B		1	32	-	183	1915	1053	17.4%
2/1	Brookside Right Ahead Left	O	N/A	N/A	C	E	1	15	5	320	1787	427	74.9%
3/1	Dudley Rise Ahead Left Right	O	N/A	N/A	D		1	7	-	5	1762	220	2.3%
4/1+4/2	Rugby Road (N/B) Right Ahead Left	U+O	N/A	N/A	A		1	32	-	783	1945:1809	1070+4	72.9 : 72.9%
5/1		U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1099	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	759	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	187	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**190**	**132**	**0**	**6.7**	**4.5**	**0.0**	**11.2**	**-**	**-**	**-**	**-**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**190**	**132**	**0**	**6.7**	**4.5**	**0.0**	**11.2**	**-**	**-**	**-**	**-**
1/1	798	798	-	-	-	2.3	1.6	-	3.9	17.7	10.2	1.6	11.8
1/2	183	183	0	0	0	0.3	0.1	-	0.4	8.8	1.5	0.1	1.6
2/1	320	320	187	130	0	1.8	1.5	-	3.3	36.7	4.9	1.5	6.3
3/1	5	5	0	2	0	0.0	0.0	-	0.0	31.4	0.1	0.0	0.1
4/1+4/2	783	783	3	0	0	2.2	1.3	0.0	3.5	16.3	9.8	1.3	11.1
5/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1099	1099	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	187	187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1

PRC for Signalled Lanes (%): 17.9
PRC Over All Lanes (%): 17.9

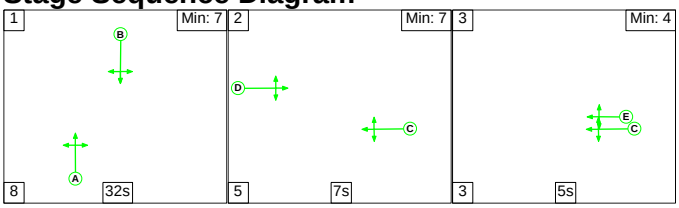
Total Delay for Signalled Lanes (pcuHr): 11.22
Total Delay Over All Lanes(pcuHr): 11.22

Cycle Time (s): 60

Full Input Data And Results

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

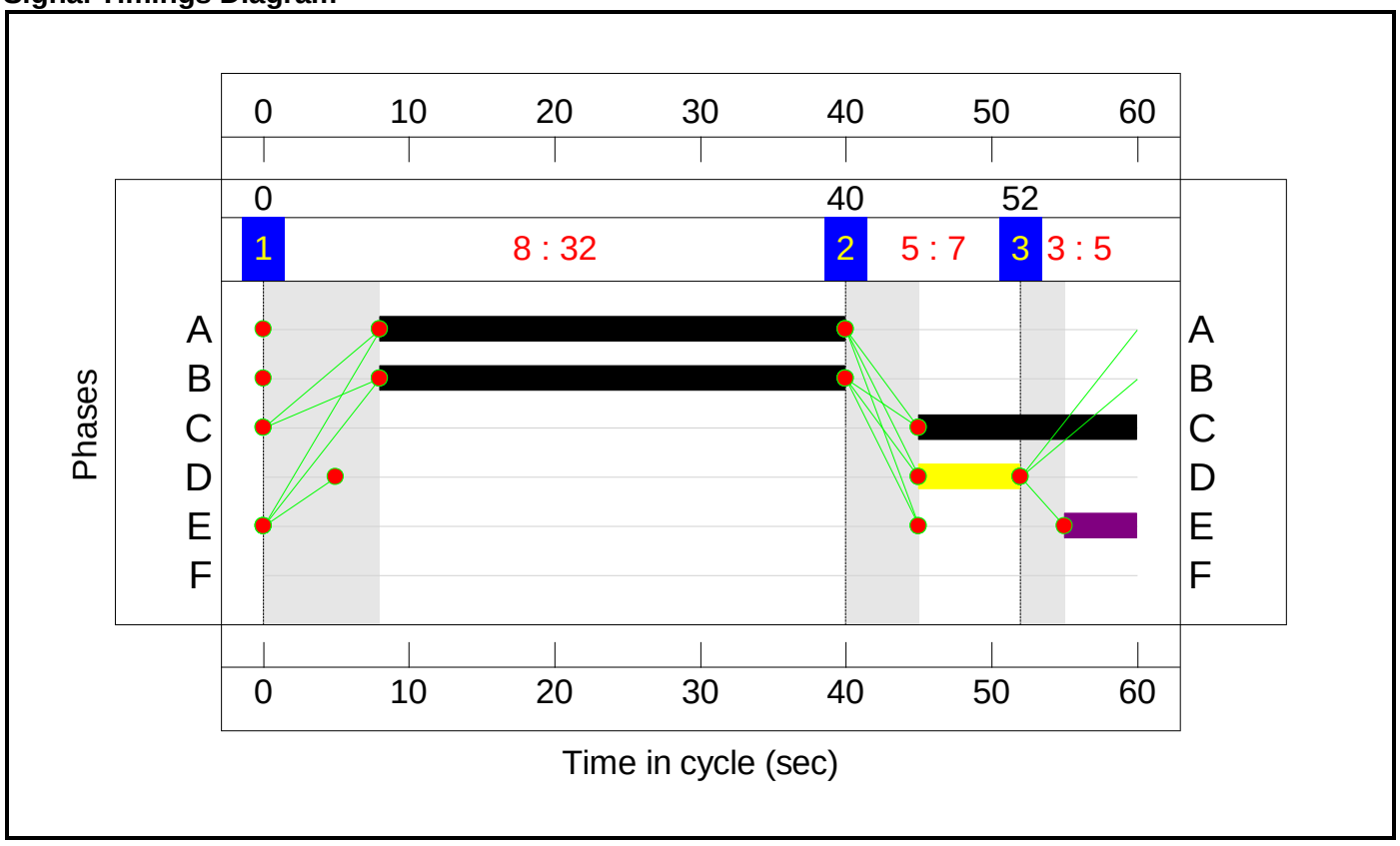
Stage Sequence Diagram



Stage Timings

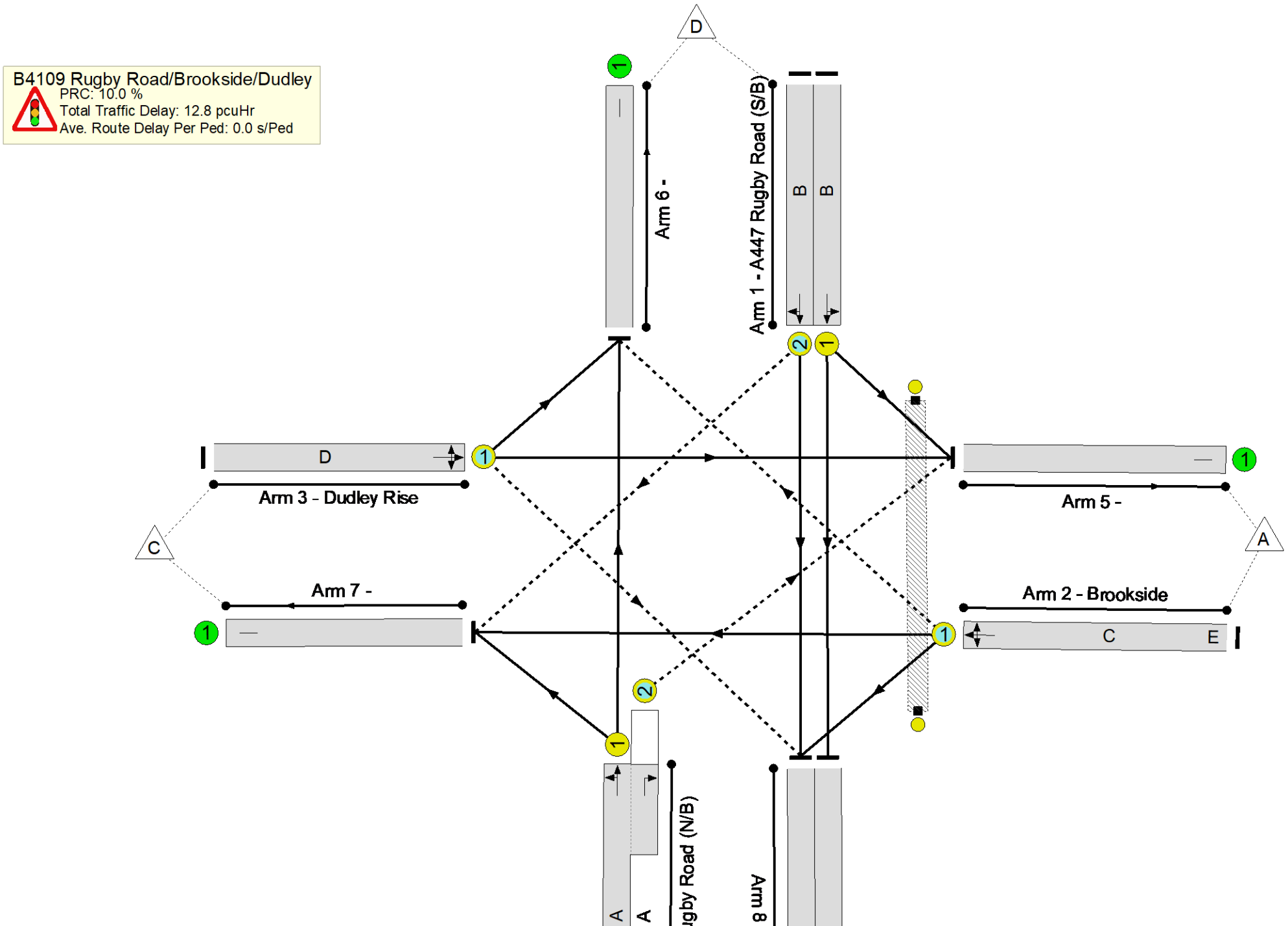
Stage	1	2	3
Duration	32	7	5
Change Point	0	40	52

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B4109 Rugby Road/Brookside/Dudley
PRC: 10.0 %
Total Traffic Delay: 12.8 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
D
Arm 6 -
Arm 1 - A447 Rugby Road (S/B)
B
B
D
Arm 3 - Dudley Rise
C
Arm 7 -
Arm 5 -
A
Arm 2 - Brookside
C
E
A
A
Rugby Road (N/B)
Arm 8

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: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.8%**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.8%**
1/1	A447 Rugby Road (S/B) Left Ahead	U	N/A	N/A	B		1	32	-	852	1893	1041	81.8%
1/2	A447 Rugby Road (S/B) Right Ahead	O	N/A	N/A	B		1	32	-	238	1915	1053	22.6%
2/1	Brookside Right Ahead Left	O	N/A	N/A	C	E	1	15	5	341	1785	421	81.1%
3/1	Dudley Rise Ahead Left Right	O	N/A	N/A	D		1	7	-	13	1802	228	5.7%
4/1+4/2	Rugby Road (N/B) Right Ahead Left	U+O	N/A	N/A	A		1	32	-	757	1945:1809	1069+11	70.1 : 70.1%
5/1		U	N/A	N/A	-		-	-	-	78	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	785	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	253	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**184**	**155**	**0**	**7.2**	**5.6**	**0.0**	**12.8**	**-**	**-**	**-**	**-**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**184**	**155**	**0**	**7.2**	**5.6**	**0.0**	**12.8**	**-**	**-**	**-**	**-**
1/1	852	852	-	-	-	2.6	2.2	-	4.8	20.3	11.6	2.2	13.8
1/2	238	238	0	0	0	0.5	0.1	-	0.6	9.2	2.0	0.1	2.1
2/1	341	341	176	152	0	2.0	2.0	-	4.0	42.5	5.3	2.0	7.3
3/1	13	13	0	3	0	0.1	0.0	-	0.1	31.3	0.2	0.0	0.2
4/1+4/2	757	757	8	0	0	2.1	1.2	0.0	3.3	15.5	9.0	1.2	10.1
5/1	78	78	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1084	1084	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1

PRC for Signalled Lanes (%): 10.0
PRC Over All Lanes (%): 10.0

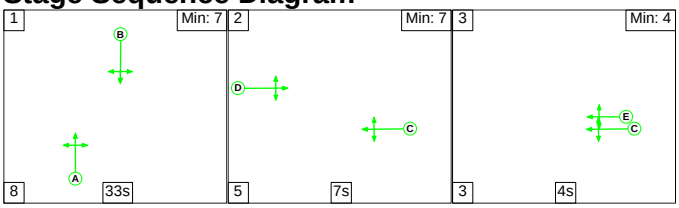
Total Delay for Signalled Lanes (pcuHr): 12.82
Total Delay Over All Lanes(pcuHr): 12.82

Cycle Time (s): 60

Full Input Data And Results

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

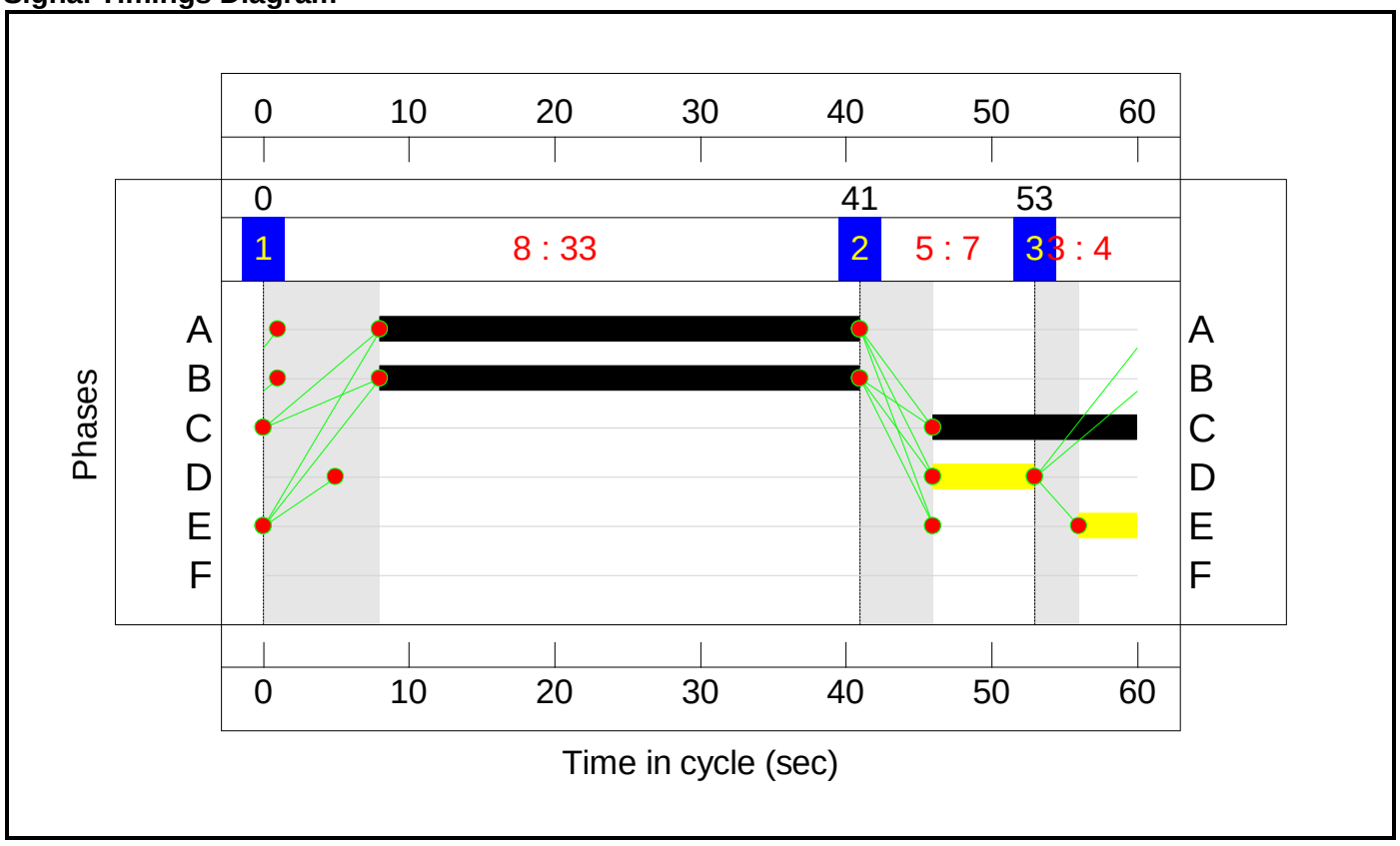
Stage Sequence Diagram



Stage Timings

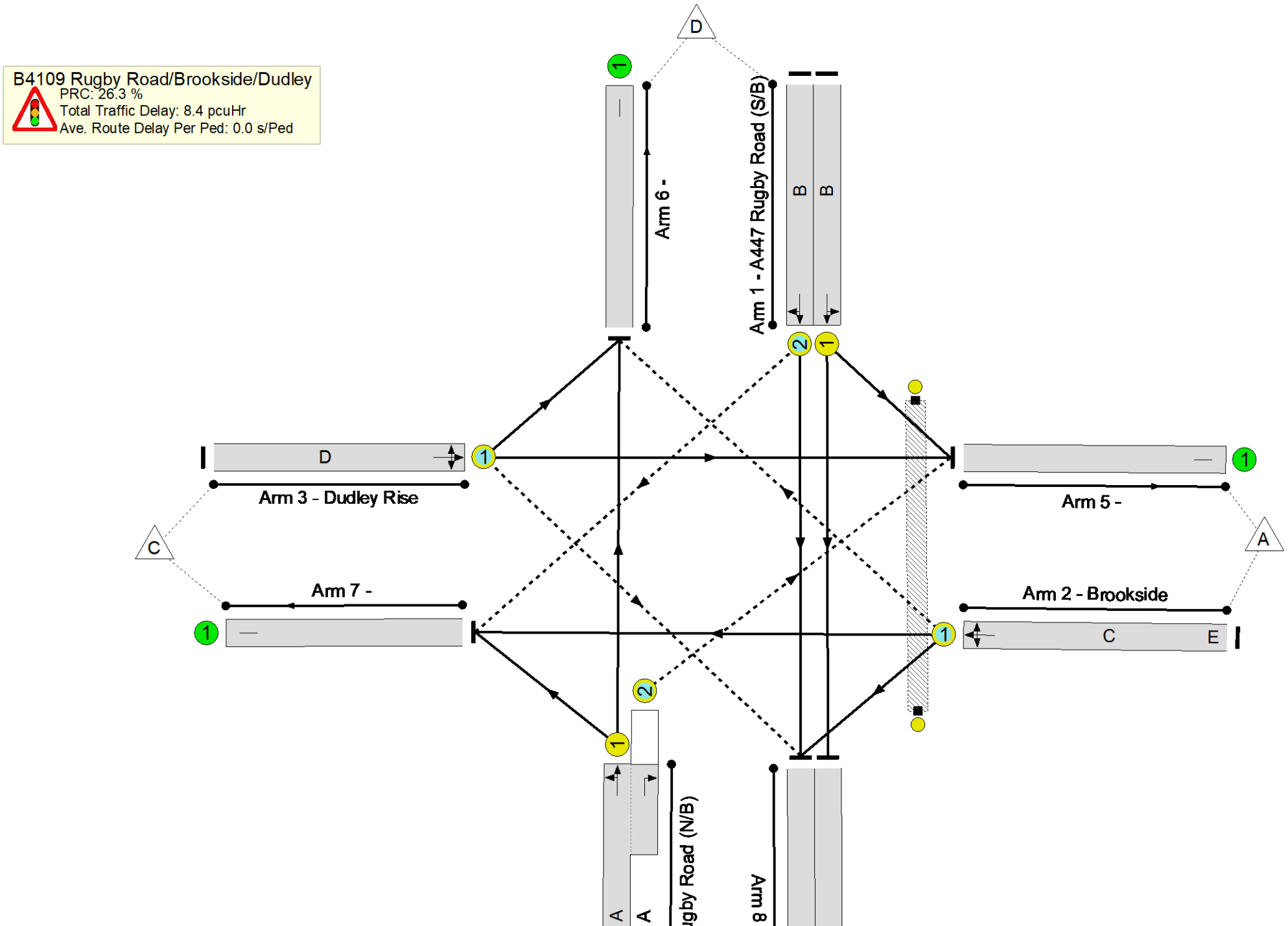
Stage	1	2	3
Duration	33	7	4
Change Point	0	41	53

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B4109 Rugby Road/Brookside/Dudley
PRC: 26.3 %
Total Traffic Delay: 8.4 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
D
Arm 6 -
Arm 1 - A447 Rugby Road (S/B)
B
B
D
Arm 3 - Dudley Rise
C
Arm 7 -
Arm 5 -
A
Arm 2 - Brookside
C
E
A
A
Rugby Road (N/B)
Arm 8

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: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.2%**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.2%**
1/1	A447 Rugby Road (S/B) Left Ahead	U	N/A	N/A	B		1	33	-	769	1905	1079	71.2%
1/2	A447 Rugby Road (S/B) Right Ahead	O	N/A	N/A	B		1	33	-	217	1915	1085	20.0%
2/1	Brookside Right Ahead Left	O	N/A	N/A	C	E	1	14	4	247	1787	398	62.1%
3/1	Dudley Rise Ahead Left Right	O	N/A	N/A	D		1	7	-	5	1762	219	2.3%
4/1+4/2	Rugby Road (N/B) Right Ahead Left	U+O	N/A	N/A	A		1	33	-	675	1945:1809	1102+5	61.0 : 61.0%
5/1		U	N/A	N/A	-		-	-	-	29	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	918	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	743	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

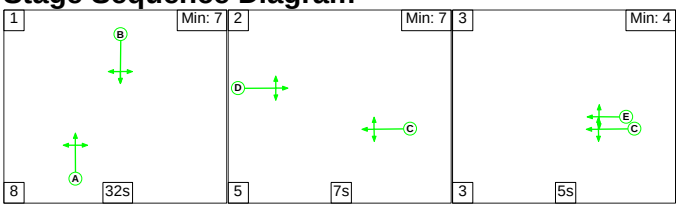
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**168**	**81**	**0**	**5.4**	**3.0**	**0.0**	**8.4**	**-**	**-**	**-**	**-**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**168**	**81**	**0**	**5.4**	**3.0**	**0.0**	**8.4**	**-**	**-**	**-**	**-**
1/1	769	769	-	-	-	2.0	1.2	-	3.2	15.2	9.2	1.2	10.4
1/2	217	217	0	0	0	0.4	0.1	-	0.5	8.4	1.7	0.1	1.9
2/1	247	247	165	79	0	1.4	0.8	-	2.2	31.9	3.6	0.8	4.4
3/1	5	5	0	2	0	0.0	0.0	-	0.0	31.4	0.1	0.0	0.1
4/1+4/2	675	675	3	0	0	1.6	0.8	0.0	2.4	12.8	7.3	0.8	8.1
5/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	743	743	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1	PRC for Signalled Lanes (%):	26.3	Total Delay for Signalled Lanes (pcuHr):	8.39	Cycle Time (s):	60
	PRC Over All Lanes (%):	26.3	Total Delay Over All Lanes(pcuHr):	8.39		

Full Input Data And Results

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

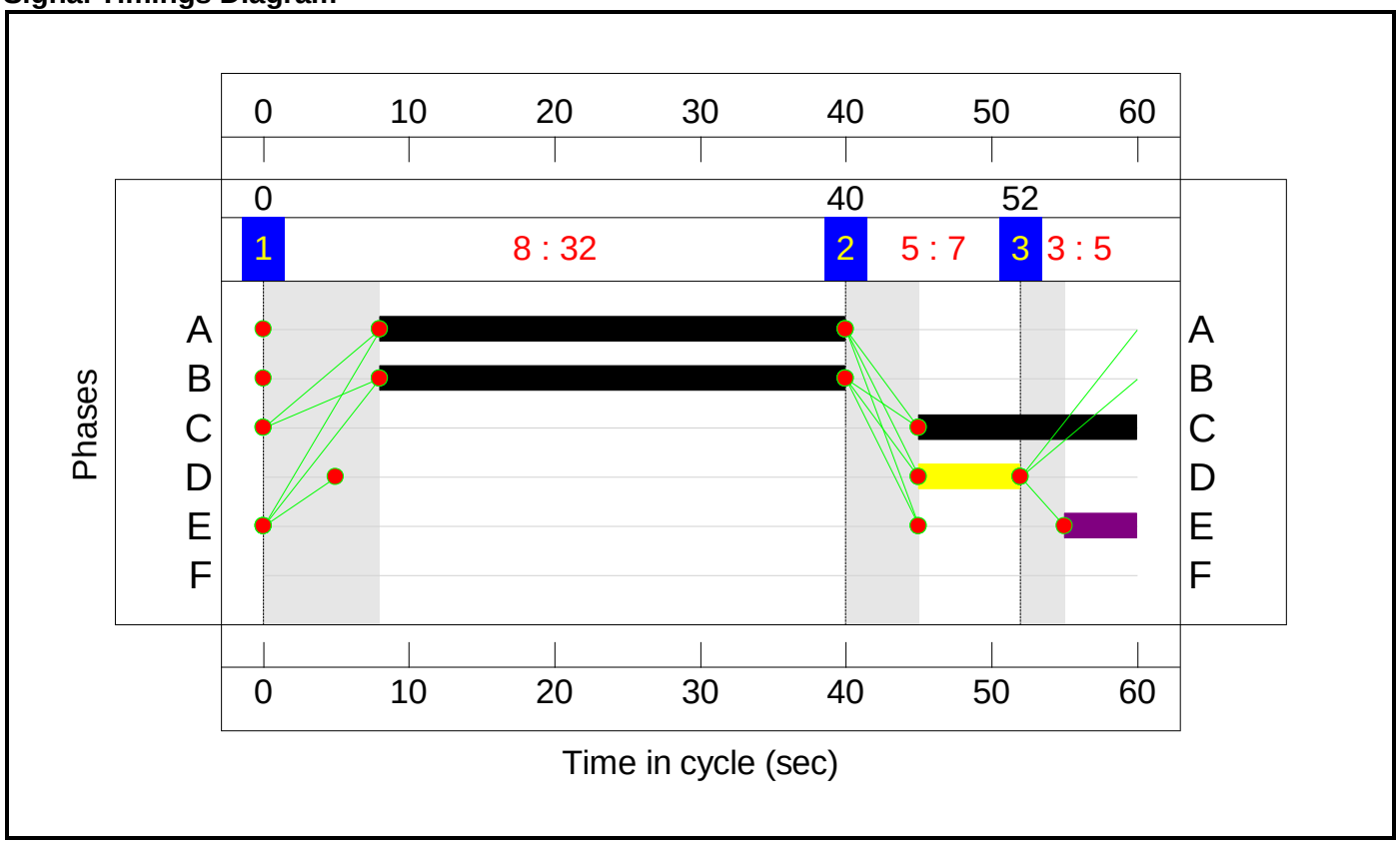
Stage Sequence Diagram



Stage Timings

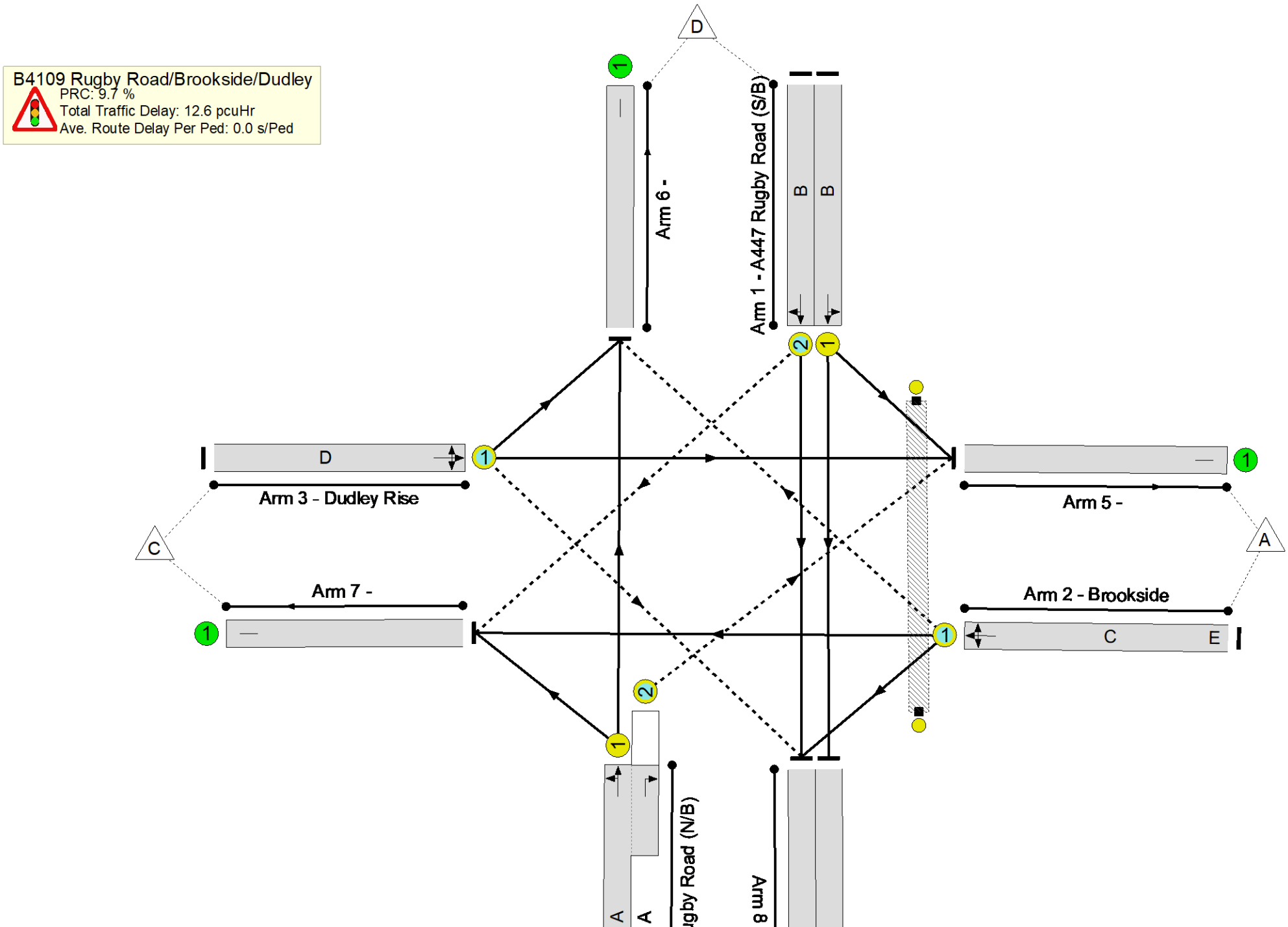
Stage	1	2	3
Duration	32	7	5
Change Point	0	40	52

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B4109 Rugby Road/Brookside/Dudley
PRC: 9.7 %
Total Traffic Delay: 12.6 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
D
Arm 6 -
Arm 1 - A447 Rugby Road (S/B)
B
B
D
Arm 3 - Dudley Rise
C
Arm 7 -
Arm 5 -
A
Arm 2 - Brookside
C
E
A
A
Rugby Road (N/B)
Arm 8

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: B4109 Rugby Road_Brookside_Dudley Upgrade	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.1%**
B4109 Rugby Road/Brookside/Dudley	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.1%**
1/1	A447 Rugby Road (S/B) Left Ahead	U	N/A	N/A	B		1	32	-	854	1892	1041	82.1%
1/2	A447 Rugby Road (S/B) Right Ahead	O	N/A	N/A	B		1	32	-	242	1915	1053	23.0%
2/1	Brookside Right Ahead Left	O	N/A	N/A	C	E	1	15	5	331	1785	421	78.7%
3/1	Dudley Rise Ahead Left Right	O	N/A	N/A	D		1	7	-	13	1802	228	5.7%
4/1+4/2	Rugby Road (N/B) Right Ahead Left	U+O	N/A	N/A	A		1	32	-	763	1945:1809	1069+11	70.6 : 70.6%
5/1		U	N/A	N/A	-		-	-	-	79	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1080	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**184**	**145**	**0**	**7.2**	**5.4**	**0.0**	**12.6**	**-**	**-**	**-**	**-**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**184**	**145**	**0**	**7.2**	**5.4**	**0.0**	**12.6**	**-**	**-**	**-**	**-**
1/1	854	854	-	-	-	2.6	2.2	-	4.9	20.5	11.6	2.2	13.9
1/2	242	242	0	0	0	0.5	0.1	-	0.6	9.2	2.0	0.1	2.2
2/1	331	331	175	143	0	1.9	1.8	-	3.7	40.1	5.1	1.8	6.9
3/1	13	13	0	3	0	0.1	0.0	-	0.1	31.3	0.2	0.0	0.2
4/1+4/2	763	763	8	0	0	2.1	1.2	0.0	3.3	15.7	9.2	1.2	10.4
5/1	79	79	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1080	1080	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1

PRC for Signalled Lanes (%): 9.7
PRC Over All Lanes (%): 9.7

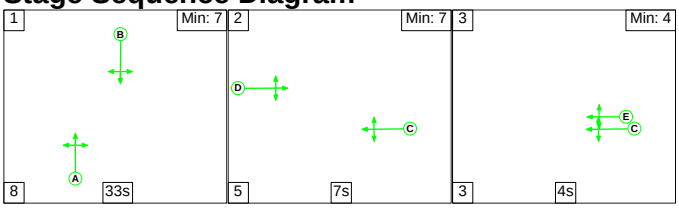
Total Delay for Signalled Lanes (pcuHr): 12.60
Total Delay Over All Lanes(pcuHr): 12.60

Cycle Time (s): 60

Full Input Data And Results

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

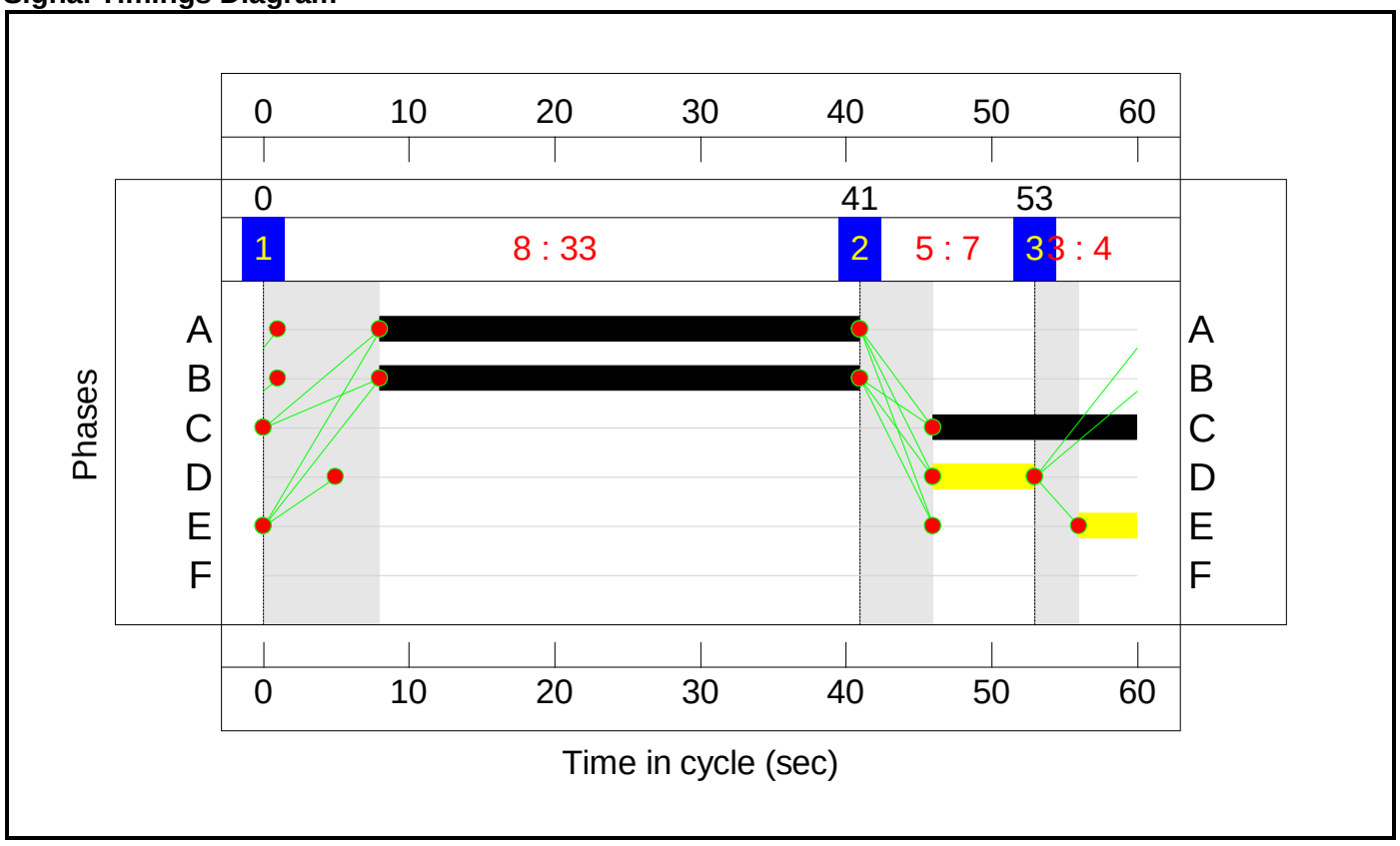
Stage Sequence Diagram



Stage Timings

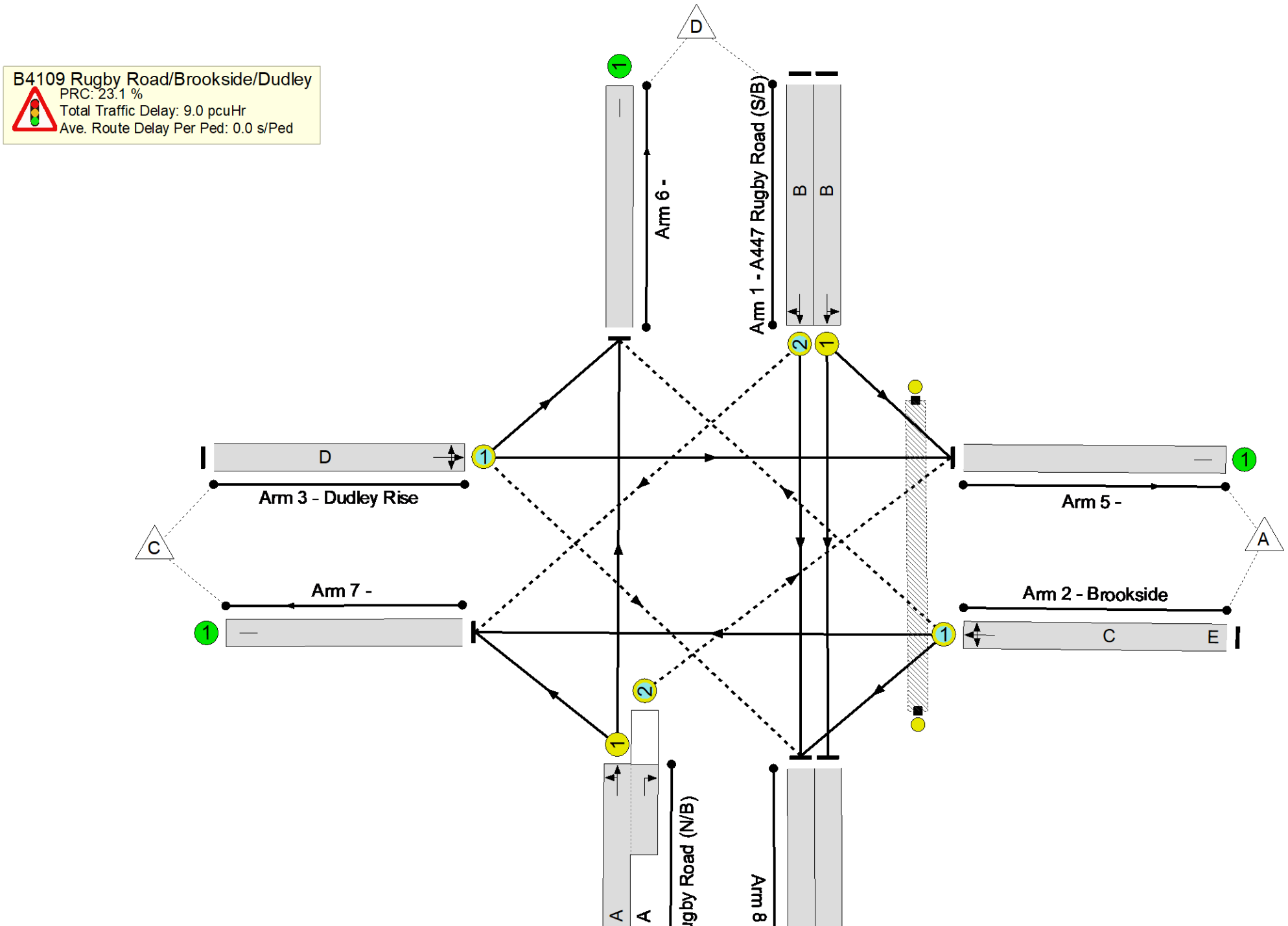
Stage	1	2	3
Duration	33	7	4
Change Point	0	41	53

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B4109 Rugby Road/Brookside/Dudley
PRC: 23.1 %
Total Traffic Delay: 9.0 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
D
Arm 6 -
Arm 1 - A447 Rugby Road (S/B)
B
B
D
Arm 3 - Dudley Rise
C
Arm 7 -
Arm 5 -
A
Arm 2 - Brookside
C
E
A
A
Rugby Road (N/B)
Arm 8

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: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.1%**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.1%**
1/1	A447 Rugby Road (S/B) Left Ahead	U	N/A	N/A	B		1	33	-	789	1905	1079	73.1%
1/2	A447 Rugby Road (S/B) Right Ahead	O	N/A	N/A	B		1	33	-	192	1915	1085	17.7%
2/1	Brookside Right Ahead Left	O	N/A	N/A	C	E	1	14	4	251	1787	398	63.1%
3/1	Dudley Rise Ahead Left Right	O	N/A	N/A	D		1	7	-	5	1762	219	2.3%
4/1+4/2	Rugby Road (N/B) Right Ahead Left	U+O	N/A	N/A	A		1	33	-	731	1945:1809	1102+6	66.0 : 66.0%
5/1		U	N/A	N/A	-		-	-	-	32	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	977	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	196	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4109 Rugby Road_Brookside_Dudley Upgrade	**-**	**-**	**173**	**81**	**0**	**5.7**	**3.3**	**0.0**	**9.0**	**-**	**-**	**-**	**-**
B4109 Rugby Road/Brookside/Dudley	**-**	**-**	**173**	**81**	**0**	**5.7**	**3.3**	**0.0**	**9.0**	**-**	**-**	**-**	**-**
1/1	789	789	-	-	-	2.1	1.3	-	3.5	15.8	9.6	1.3	11.0
1/2	192	192	0	0	0	0.3	0.1	-	0.4	8.3	1.5	0.1	1.6
2/1	251	251	168	80	0	1.4	0.8	-	2.3	32.3	3.8	0.8	4.6
3/1	5	5	0	2	0	0.0	0.0	-	0.0	31.4	0.1	0.0	0.1
4/1+4/2	731	731	4	0	0	1.8	1.0	0.0	2.8	13.8	8.3	1.0	9.3
5/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	977	977	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1

PRC for Signalled Lanes (%): 23.1
PRC Over All Lanes (%): 23.1

Total Delay for Signalled Lanes (pcuHr): 8.99
Total Delay Over All Lanes(pcuHr): 8.99

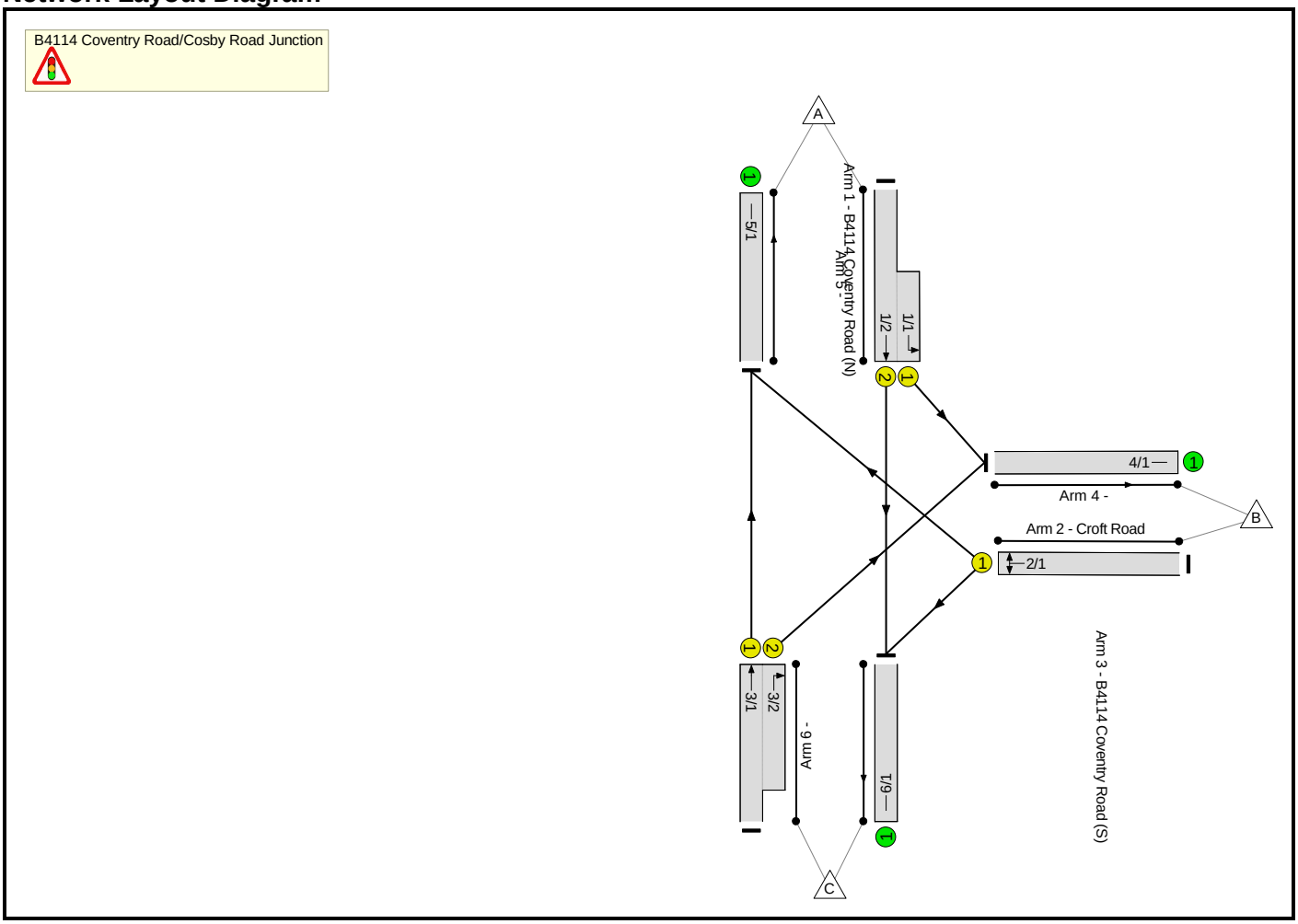
Cycle Time (s): 60

Full Input Data And Results

User and Project Details

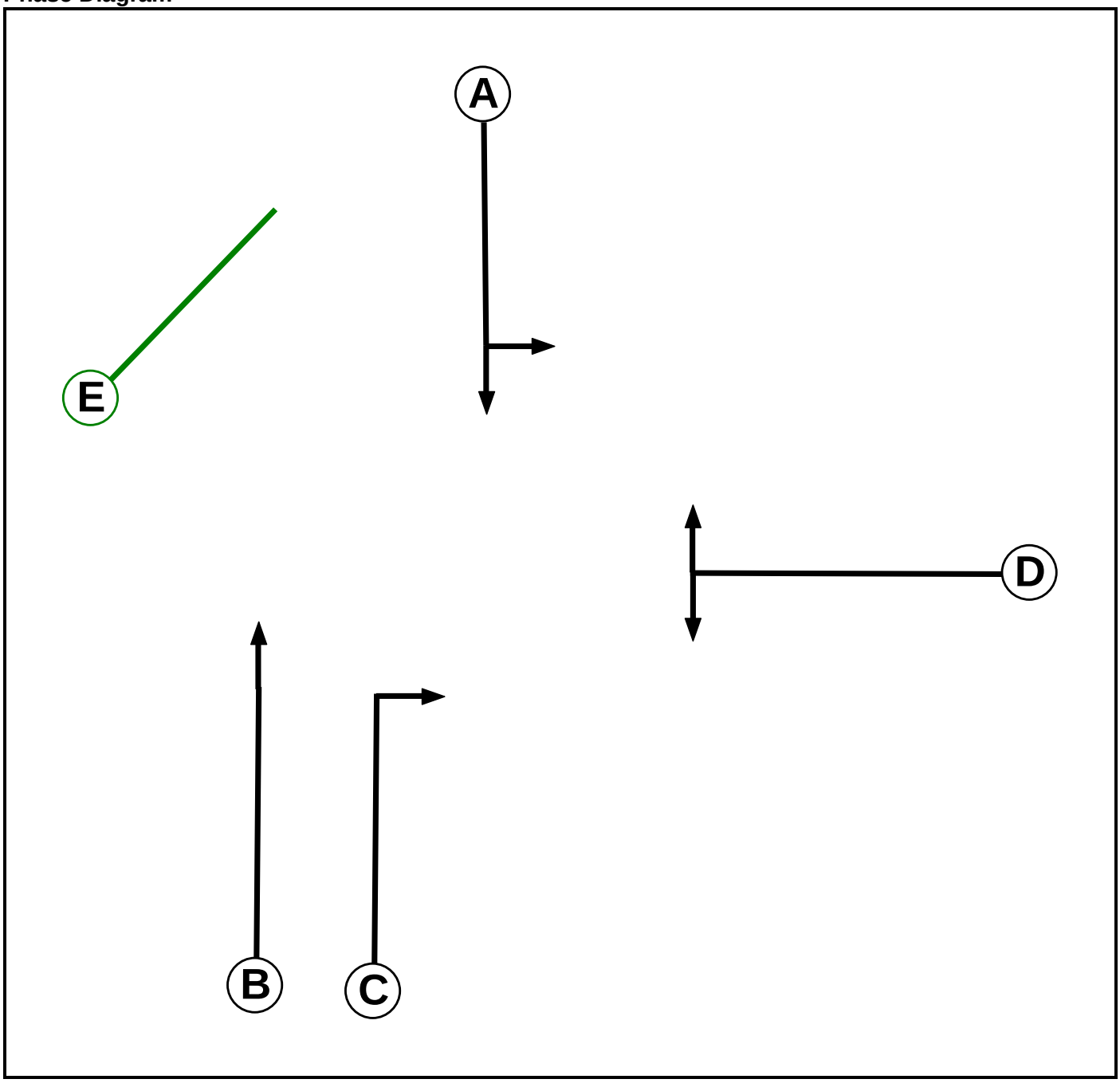
Project:	**Hinckley Rail Freight Interchange**
Title:	**B4114 Coventry Road/Croft Road Junction**
Location:	
Additional detail:	Information taken from Signals Data/Drawing supplied by LCC
File name:	220617 B4114 Coventry Road_Croft Road.lsg3x
Author:	AJ Oakes
Company:	BWB Consulting Ltd
Address:	Nottingham

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		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Dummy R/A		4	4

Full Input Data And Results

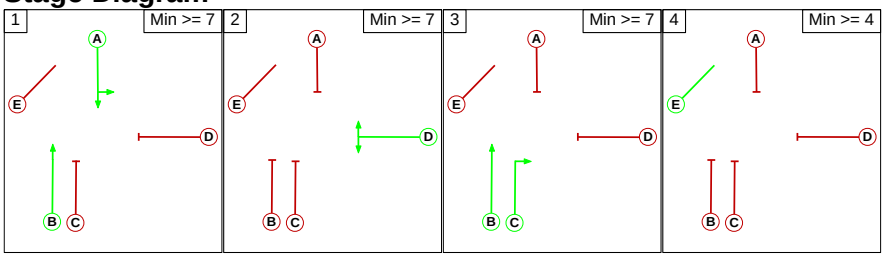
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

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

Full Input Data And Results

Give-Way Lane Input Data

Junction: B4114 Coventry Road/Cosby Road Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	U	A	2	3	6.0	Geom	-	3.25	0.00	Y	Arm 4 Left	9.00
1/2 (B4114 Coventry Road (N))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Ahead	Inf
2/1 (Croft Road)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	16.00
											Arm 6 Left	12.00
3/1 (B4114 Coventry Road (S))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
3/2 (B4114 Coventry Road (S))	U	C	2	3	12.0	Geom	-	3.50	0.00	Y	Arm 4 Right	20.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 Base AM'	08:00	09:00	01:00	
2: '2018 Base PM'	17:00	18:00	01:00	
3: '2026 WoD AM'	08:00	09:00	01:00	
4: '2026 WoD PM'	17:00	18:00	01:00	
5: '2026 WoDWS AM'	08:00	09:00	01:00	
6: '2026 WoDWS PM'	17:00	18:00	01:00	
7: '2026 WD AM'	08:00	09:00	01:00	
8: '2026 WD PM'	17:00	18:00	01:00	
9: '2036 WoD AM'	08:00	09:00	01:00	
10: '2036 WoD PM'	17:00	18:00	01:00	
11: '2036 WoDWS AM'	08:00	09:00	01:00	
12: '2036 WoDWS PM'	17:00	18:00	01:00	
13: '2036 WD AM'	08:00	09:00	01:00	
14: '2036 WD PM'	17:00	18:00	01:00	

Scenario 1: '2018 Base AM' (FG1: '2018 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	111	466	577
	B	196	0	198	394
	C	844	232	0	1076
	Tot.	1040	343	664	2047

Traffic Lane Flows

Lane	Scenario 1: 2018 Base AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	111
1/2 (with short)	577(In) 466(Out)
2/1	394
3/1 (with short)	1076(In) 844(Out)
3/2 (short)	232
4/1	343
5/1	1040
6/1	664

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	49.7 %	1726	1726
				Arm 6 Left	12.00	50.3 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2018 Base PM' (FG2: '2018 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	196	675	871
	B	93	0	154	247
	C	587	329	0	916
	Tot.	680	525	829	2034

Traffic Lane Flows

Lane	Scenario 2: 2018 Base PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	196
1/2 (with short)	871(In) 675(Out)
2/1	247
3/1 (with short)	916(In) 587(Out)
3/2 (short)	329
4/1	525
5/1	680
6/1	829

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	37.7 %	1720	1720
				Arm 6 Left	12.00	62.3 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	125	436	561
	B	237	0	204	441
	C	744	222	0	966
	Tot.	981	347	640	1968

Traffic Lane Flows

Lane	Scenario 3: 2026 WoD AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	125
1/2 (with short)	561(In) 436(Out)
2/1	441
3/1 (with short)	966(In) 744(Out)
3/2 (short)	222
4/1	347
5/1	981
6/1	640

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	53.7 %	1728	1728
				Arm 6 Left	12.00	46.3 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	176	649	825
	B	101	0	171	272
	C	661	355	0	1016
	Tot.	762	531	820	2113

Traffic Lane Flows

Lane	Scenario 4: 2026 WoD PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	176
1/2 (with short)	825(In) 649(Out)
2/1	272
3/1 (with short)	1016(In) 661(Out)
3/2 (short)	355
4/1	531
5/1	762
6/1	820

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	37.1 %	1720	1720
				Arm 6 Left	12.00	62.9 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	111	444	555
	B	186	0	207	393
	C	748	235	0	983
	Tot.	934	346	651	1931

Traffic Lane Flows

Lane	Scenario 5: 2026 WoDWS AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	111
1/2 (with short)	555(In) 444(Out)
2/1	393
3/1 (with short)	983(In) 748(Out)
3/2 (short)	235
4/1	346
5/1	934
6/1	651

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	47.3 %	1725	1725
				Arm 6 Left	12.00	52.7 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	188	694	882
	B	91	0	169	260
	C	568	333	0	901
	Tot.	659	521	863	2043

Traffic Lane Flows

Lane	Scenario 6: 2026 WoDWS PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	188
1/2 (with short)	882(In) 694(Out)
2/1	260
3/1 (with short)	901(In) 568(Out)
3/2 (short)	333
4/1	521
5/1	659
6/1	863

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	35.0 %	1719	1719
				Arm 6 Left	12.00	65.0 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	113	460	573
	B	180	0	208	388
	C	768	248	0	1016
	Tot.	948	361	668	1977

Traffic Lane Flows

Lane	Scenario 7: 2026 WD AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	113
1/2 (with short)	573(In) 460(Out)
2/1	388
3/1 (with short)	1016(In) 768(Out)
3/2 (short)	248
4/1	361
5/1	948
6/1	668

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	46.4 %	1724	1724
				Arm 6 Left	12.00	53.6 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	203	679	882
	B	95	0	177	272
	C	547	347	0	894
	Tot.	642	550	856	2048

Traffic Lane Flows

Lane	Scenario 8: 2026 WD PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	203
1/2 (with short)	882(In) 679(Out)
2/1	272
3/1 (with short)	894(In) 547(Out)
3/2 (short)	347
4/1	550
5/1	642
6/1	856

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	34.9 %	1719	1719
				Arm 6 Left	12.00	65.1 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	177	434	611
	B	253	0	186	439
	C	730	259	0	989
	Tot.	983	436	620	2039

Traffic Lane Flows

Lane	Scenario 9: 2036 WoD AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	177
1/2 (with short)	611(In) 434(Out)
2/1	439
3/1 (with short)	989(In) 730(Out)
3/2 (short)	259
4/1	436
5/1	983
6/1	620

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	57.6 %	1730	1730
				Arm 6 Left	12.00	42.4 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	153	688	841
	B	76	0	172	248
	C	663	372	0	1035
	Tot.	739	525	860	2124

Traffic Lane Flows

Lane	Scenario 10: 2036 WoD PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	153
1/2 (with short)	841(In) 688(Out)
2/1	248
3/1 (with short)	1035(In) 663(Out)
3/2 (short)	372
4/1	525
5/1	739
6/1	860

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	30.6 %	1717	1717
				Arm 6 Left	12.00	69.4 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	172	450	622
	B	218	0	186	404
	C	756	275	0	1031
	Tot.	974	447	636	2057

Traffic Lane Flows

Lane	Scenario 11: 2036 WoDWS AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	172
1/2 (with short)	622(In) 450(Out)
2/1	404
3/1 (with short)	1031(In) 756(Out)
3/2 (short)	275
4/1	447
5/1	974
6/1	636

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	54.0 %	1728	1728
				Arm 6 Left	12.00	46.0 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	170	703	873
	B	69	0	165	234
	C	564	371	0	935
	Tot.	633	541	868	2042

Traffic Lane Flows

Lane	Scenario 12: 2036 WoDWS PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	170
1/2 (with short)	873(In) 703(Out)
2/1	234
3/1 (with short)	935(In) 564(Out)
3/2 (short)	371
4/1	541
5/1	633
6/1	868

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	29.5 %	1716	1716
				Arm 6 Left	12.00	70.5 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	171	465	636
	B	215	0	189	404
	C	765	277	0	1042
	Tot.	980	448	654	2082

Traffic Lane Flows

Lane	Scenario 13: 2036 WD AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	171
1/2 (with short)	636(In) 465(Out)
2/1	404
3/1 (with short)	1042(In) 765(Out)
3/2 (short)	277
4/1	448
5/1	980
6/1	654

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	53.2 %	1728	1728
				Arm 6 Left	12.00	46.8 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	196	698	894
	B	77	0	175	252
	C	527	376	0	903
	Tot.	604	572	873	2049

Traffic Lane Flows

Lane	Scenario 14: 2036 WD PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	196
1/2 (with short)	894(In) 698(Out)
2/1	252
3/1 (with short)	903(In) 527(Out)
3/2 (short)	376
4/1	572
5/1	604
6/1	873

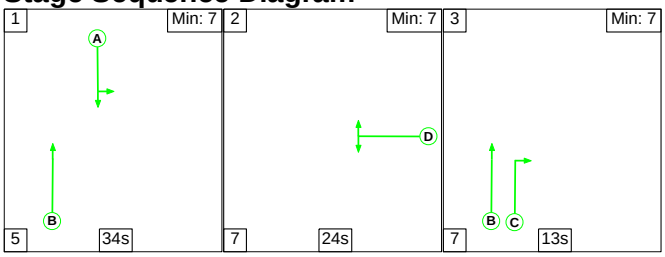
Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	30.6 %	1717	1717
				Arm 6 Left	12.00	69.4 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2018 Base AM' (FG1: '2018 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

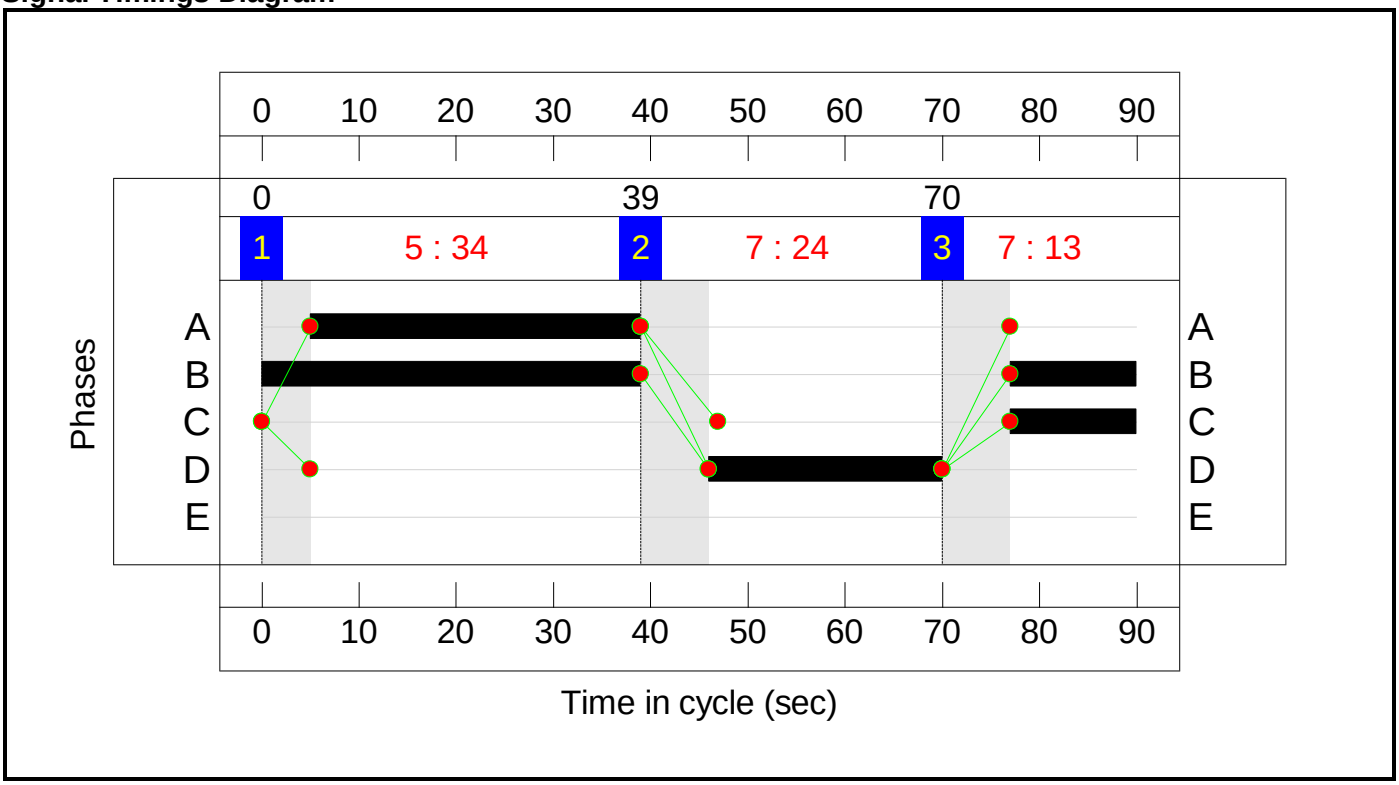


Stage Timings

Stage	1	2	3
Duration	34	24	13
Change Point	0	39	70

Full Input Data And Results

Signal Timings Diagram

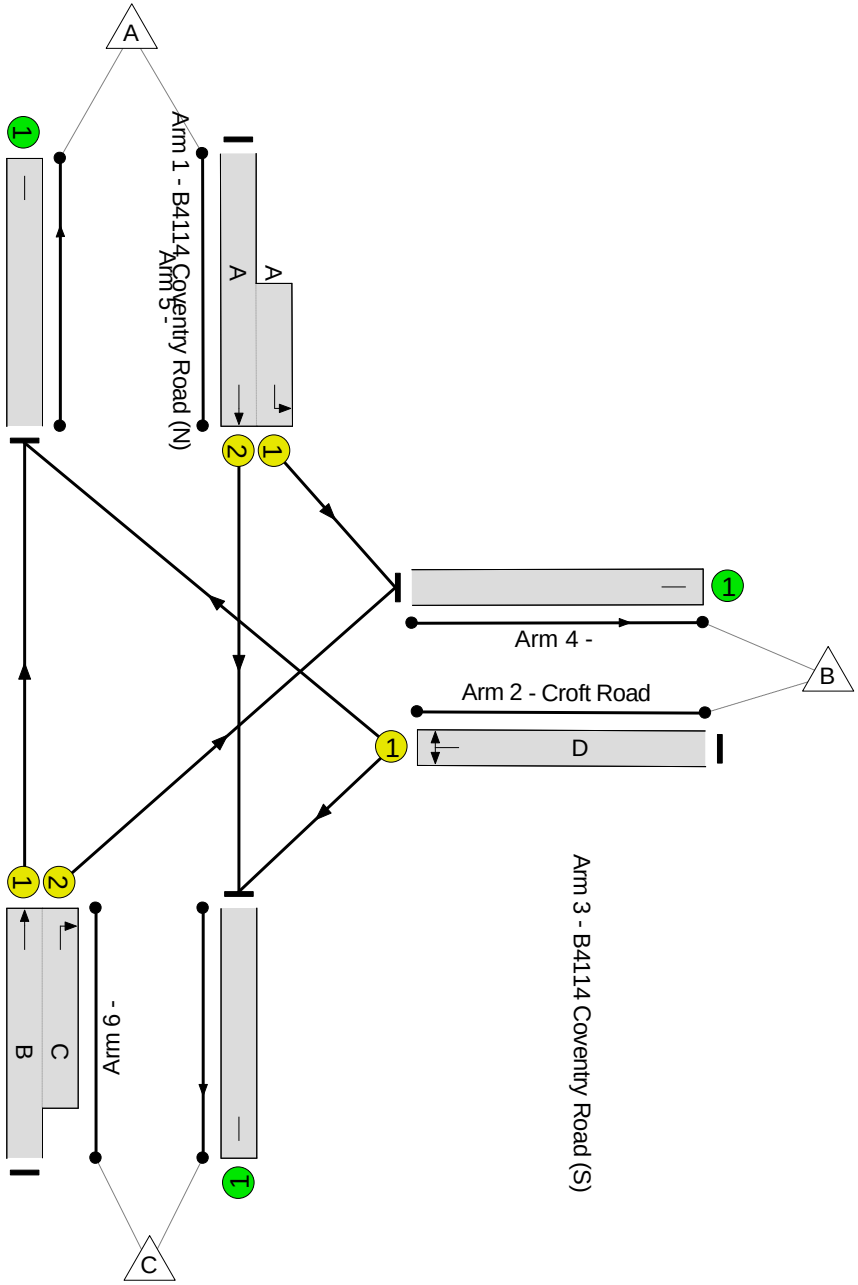


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: 6.9 %
Total Traffic Delay: 18.5 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.2%**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.2%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	34	-	577	1940:1663	645+154	72.3 : 72.3%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	24	-	394	1726	479	82.2%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	52:13	-	1076	1965:1828	1002+276	84.2 : 84.2%
4/1		U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1040	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	664	Inf	Inf	0.0%

Full Input Data And Results

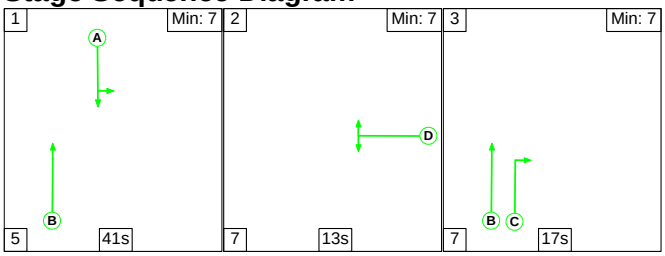
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**12.4**	**6.1**	**0.0**	**18.5**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**12.4**	**6.1**	**0.0**	**18.5**	**-**	**-**	**-**	**-**
1/2+1/1	577	577	-	-	-	3.5	1.3	-	4.8	30.0	10.4	1.3	11.7
2/1	394	394	-	-	-	3.3	2.2	-	5.5	50.5	9.2	2.2	11.4
3/1+3/2	1076	1076	-	-	-	5.5	2.6	-	8.1	27.2	17.1	2.6	19.7
4/1	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1040	1040	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 6.9 Total Delay for Signalled Lanes (pcuHr): 18.47 Cycle Time (s): 90
PRC Over All Lanes (%): 6.9 Total Delay Over All Lanes(pcuHr): 18.47

Full Input Data And Results

Scenario 2: '2018 Base PM' (FG2: '2018 Base PM', Plan 1: 'Network Control Plan 1')

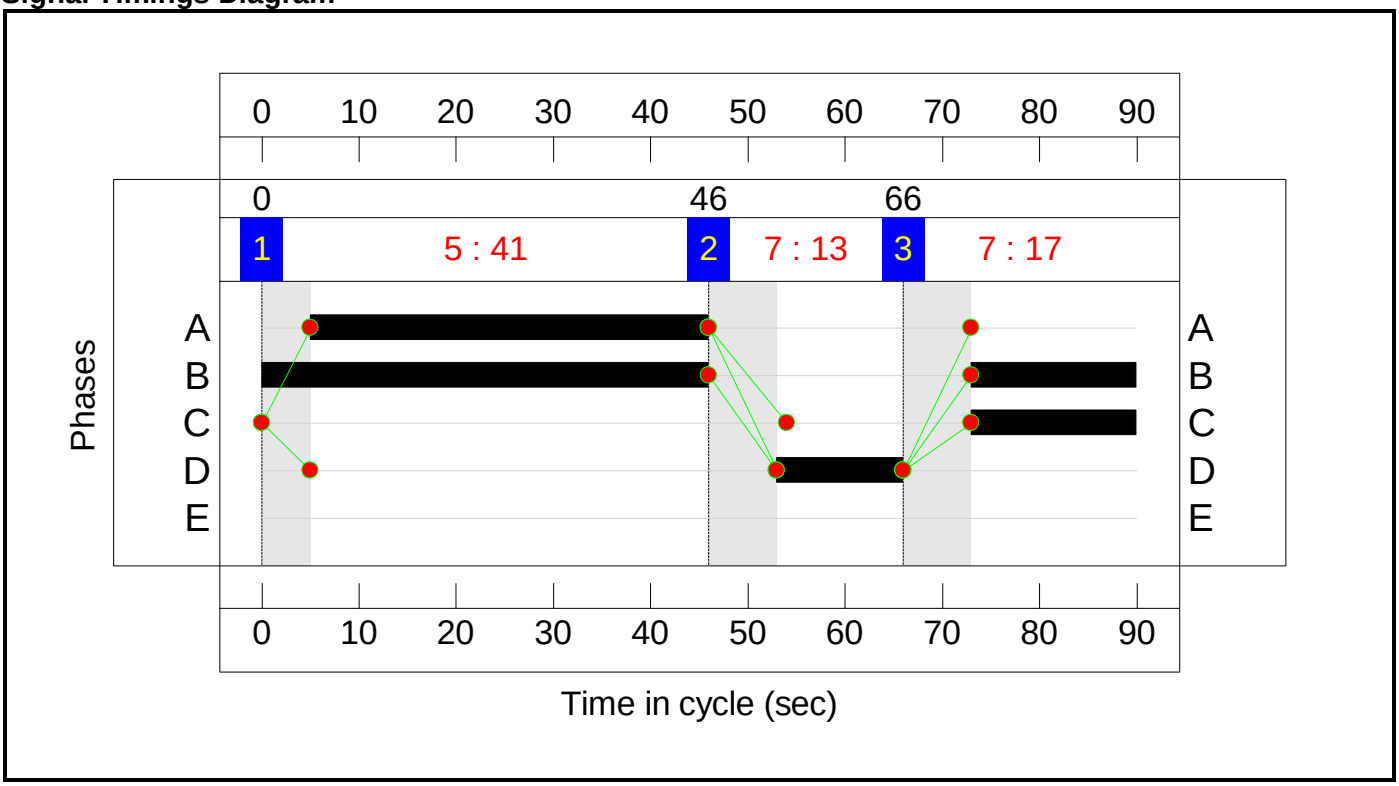
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	41	13	17
Change Point	0	46	66

Signal Timings Diagram

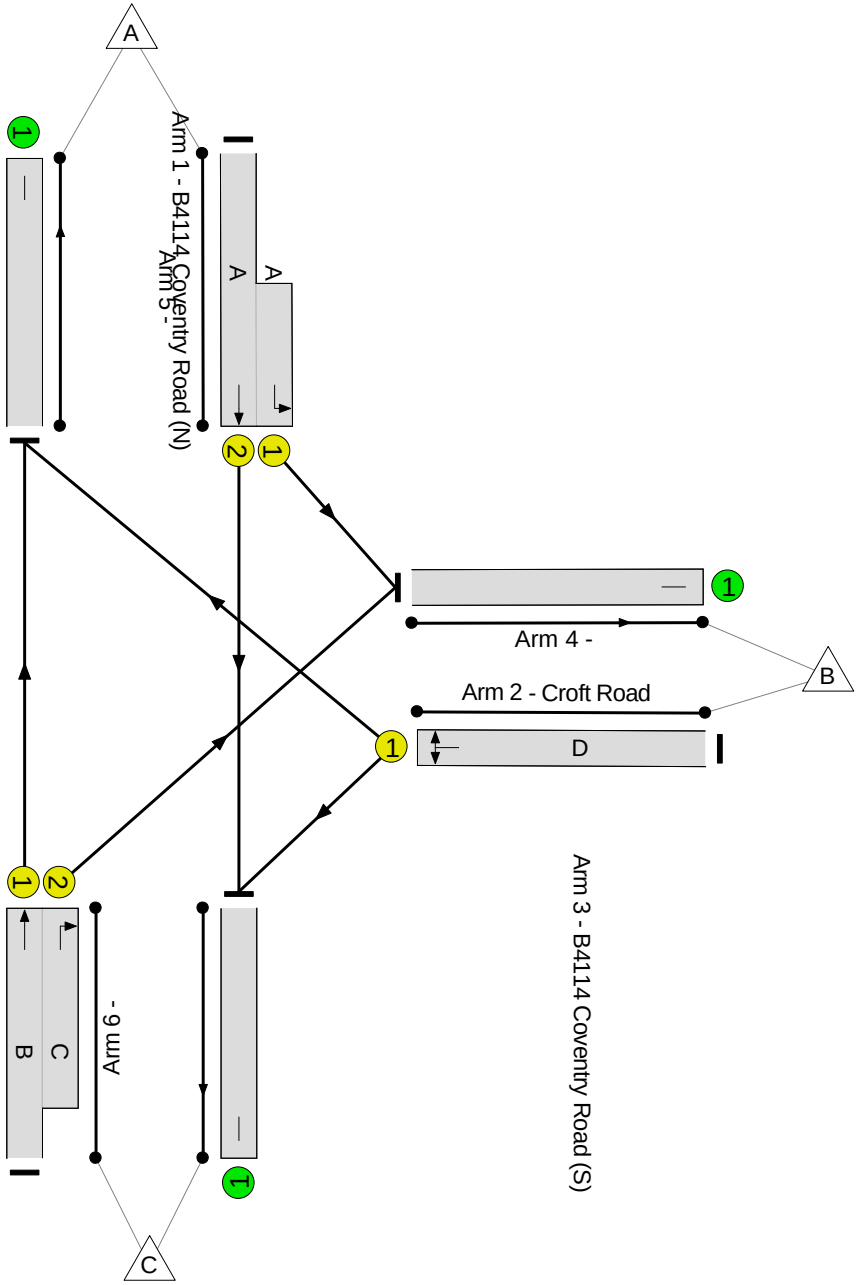


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: -2.6 %
Total Traffic Delay: 24.8 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.3%**
B4114 Coventry Road/Cosby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.3%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	41	-	871	1940:1663	739+215	91.3 : 91.3%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	13	-	247	1720	268	92.3%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	63:17	-	916	1965:1828	652+366	90.0 : 90.0%
4/1		U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	680	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%

Full Input Data And Results

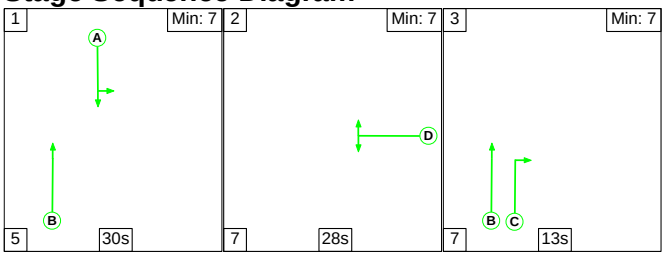
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**11.7**	**13.1**	**0.0**	**24.8**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**11.7**	**13.1**	**0.0**	**24.8**	**-**	**-**	**-**	**-**
1/2+1/1	871	871	-	-	-	5.0	4.7	-	9.7	40.3	18.1	4.7	22.8
2/1	247	247	-	-	-	2.6	4.3	-	6.8	99.4	6.0	4.3	10.3
3/1+3/2	916	916	-	-	-	4.1	4.2	-	8.2	32.4	8.0	4.2	12.1
4/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -2.6 Total Delay for Signalled Lanes (pcuHr): 24.80 Cycle Time (s): 90
PRC Over All Lanes (%): -2.6 Total Delay Over All Lanes(pcuHr): 24.80

Full Input Data And Results

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

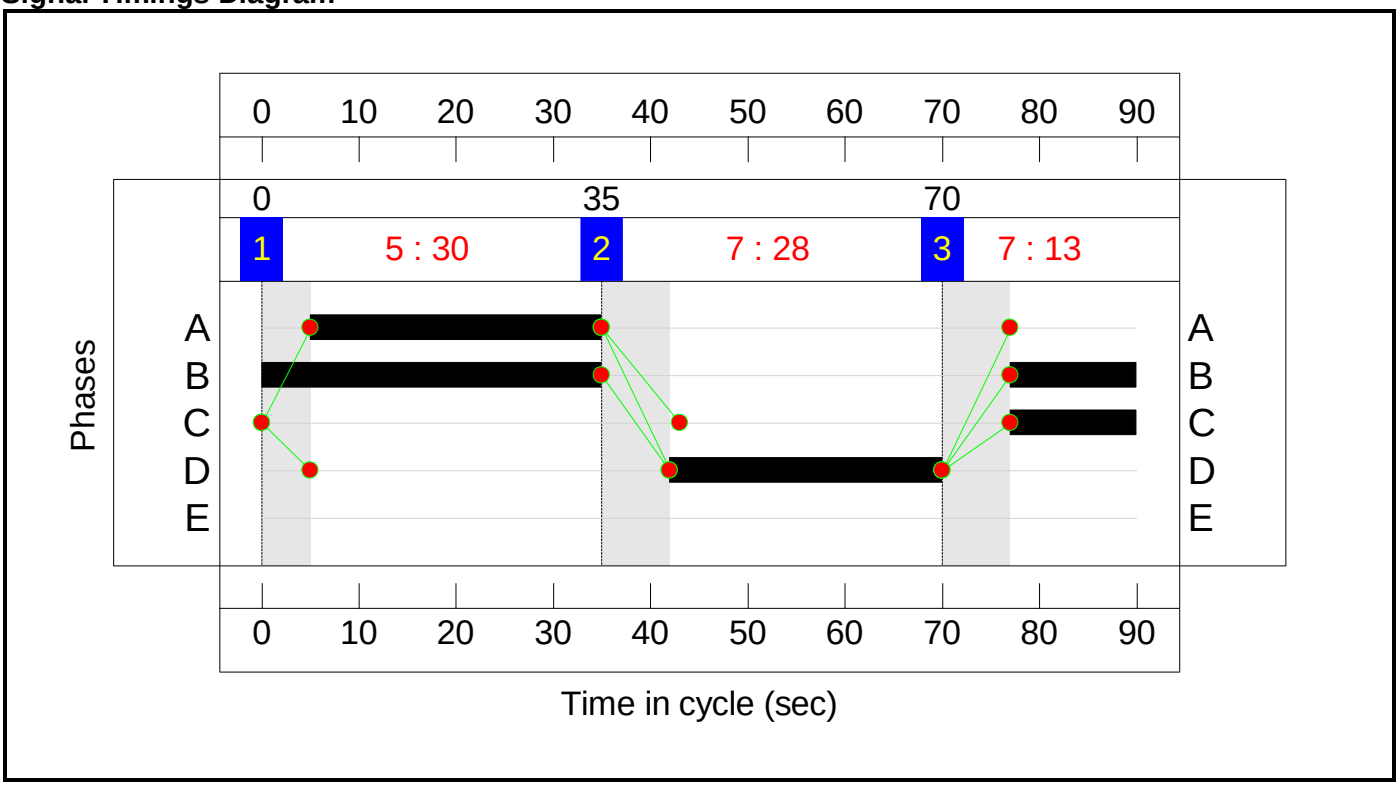
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	30	28	13
Change Point	0	35	70

Signal Timings Diagram



Full Input Data And Results

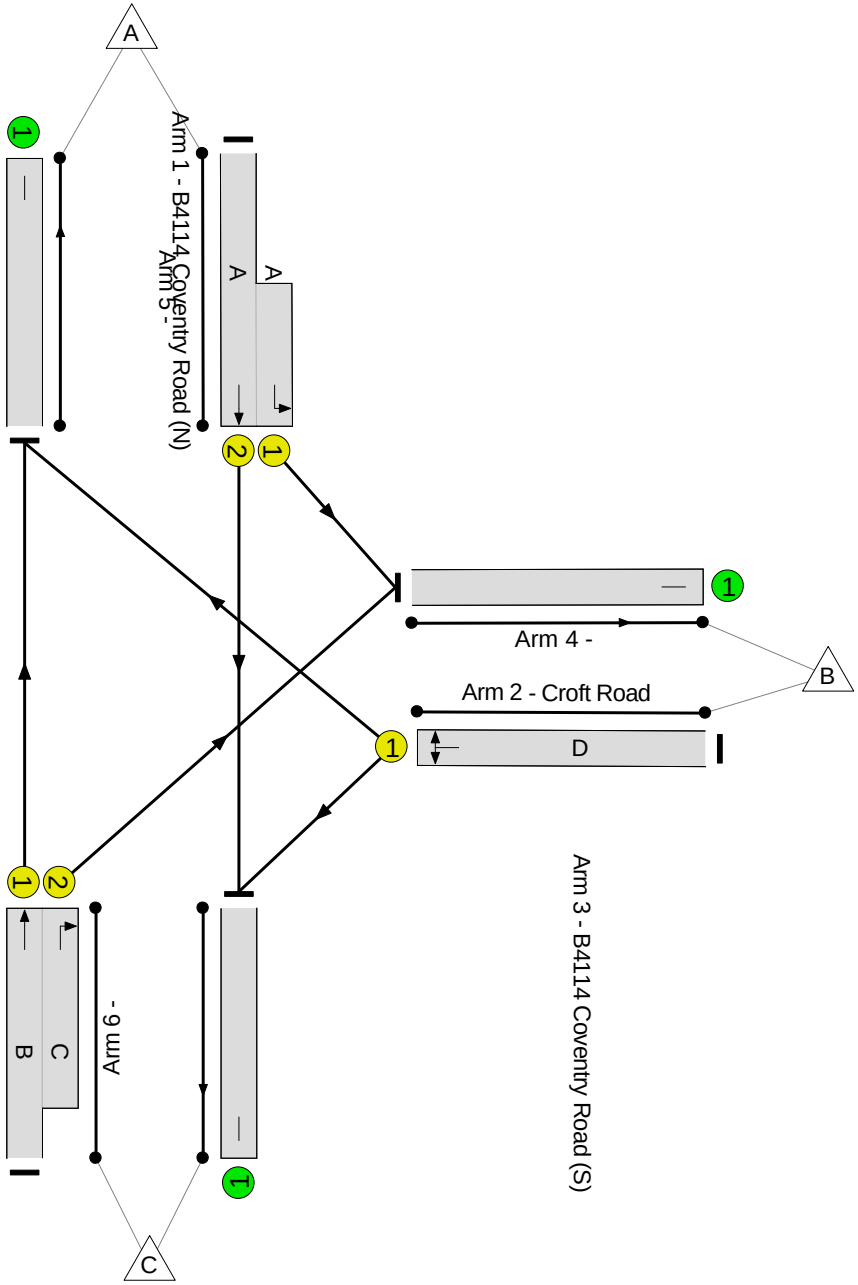
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction

PRC: 12.1 %

Total Traffic Delay: 18.2 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.3%**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.3%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	30	-	561	1940:1663	563+161	77.4 : 77.4%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	28	-	441	1728	557	79.2%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	48:13	-	966	1965:1828	926+276	80.3 : 80.3%
4/1		U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	981	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%

Full Input Data And Results

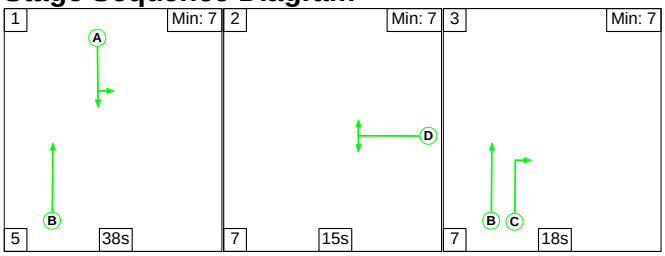
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**12.6**	**5.5**	**0.0**	**18.2**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**12.6**	**5.5**	**0.0**	**18.2**	**-**	**-**	**-**	**-**
1/2+1/1	561	561	-	-	-	3.9	1.7	-	5.6	35.6	10.4	1.7	12.1
2/1	441	441	-	-	-	3.4	1.8	-	5.2	42.8	9.9	1.8	11.8
3/1+3/2	966	966	-	-	-	5.4	2.0	-	7.4	27.5	14.7	2.0	16.7
4/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	981	981	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 12.1 Total Delay for Signalled Lanes (pcuHr): 18.17 Cycle Time (s): 90
PRC Over All Lanes (%): 12.1 Total Delay Over All Lanes(pcuHr): 18.17

Full Input Data And Results

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

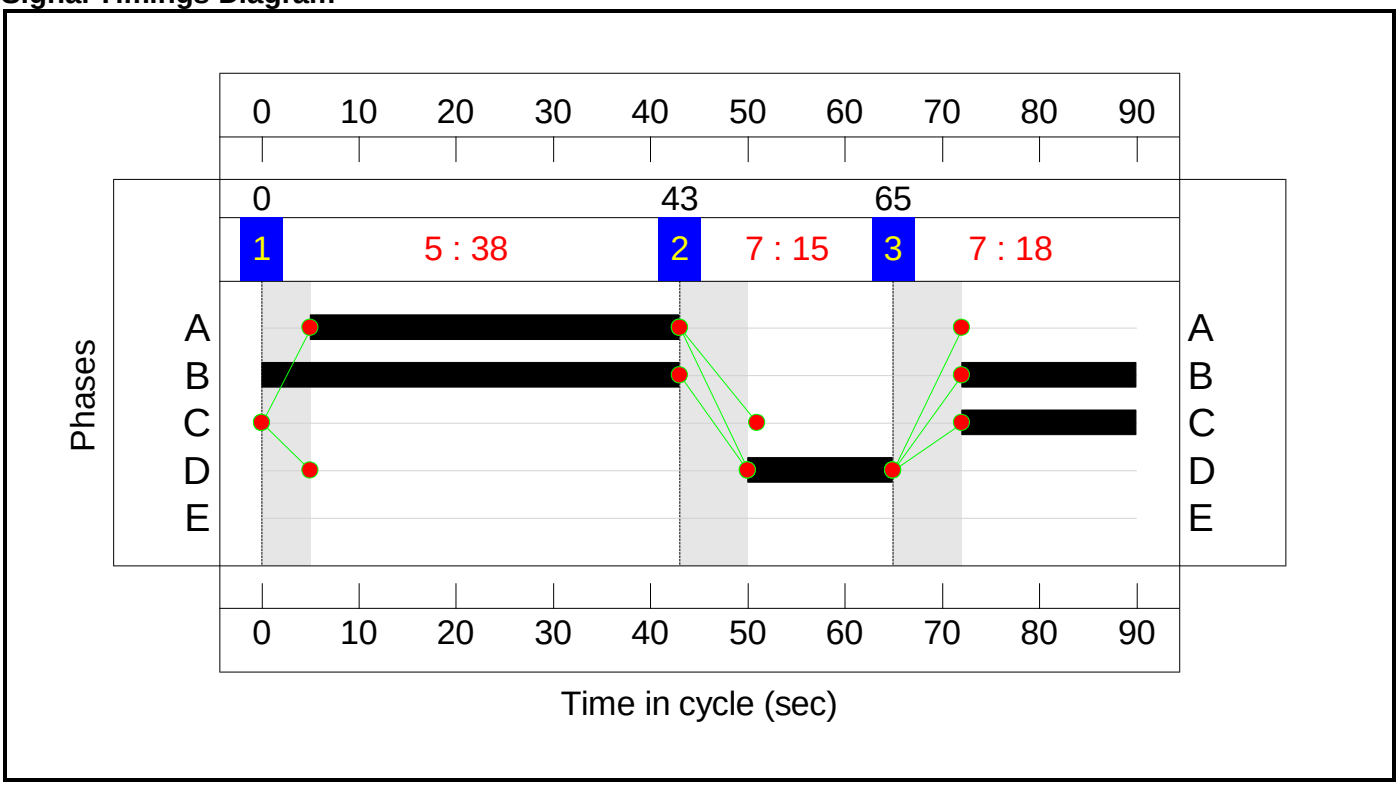
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	38	15	18
Change Point	0	43	65

Signal Timings Diagram

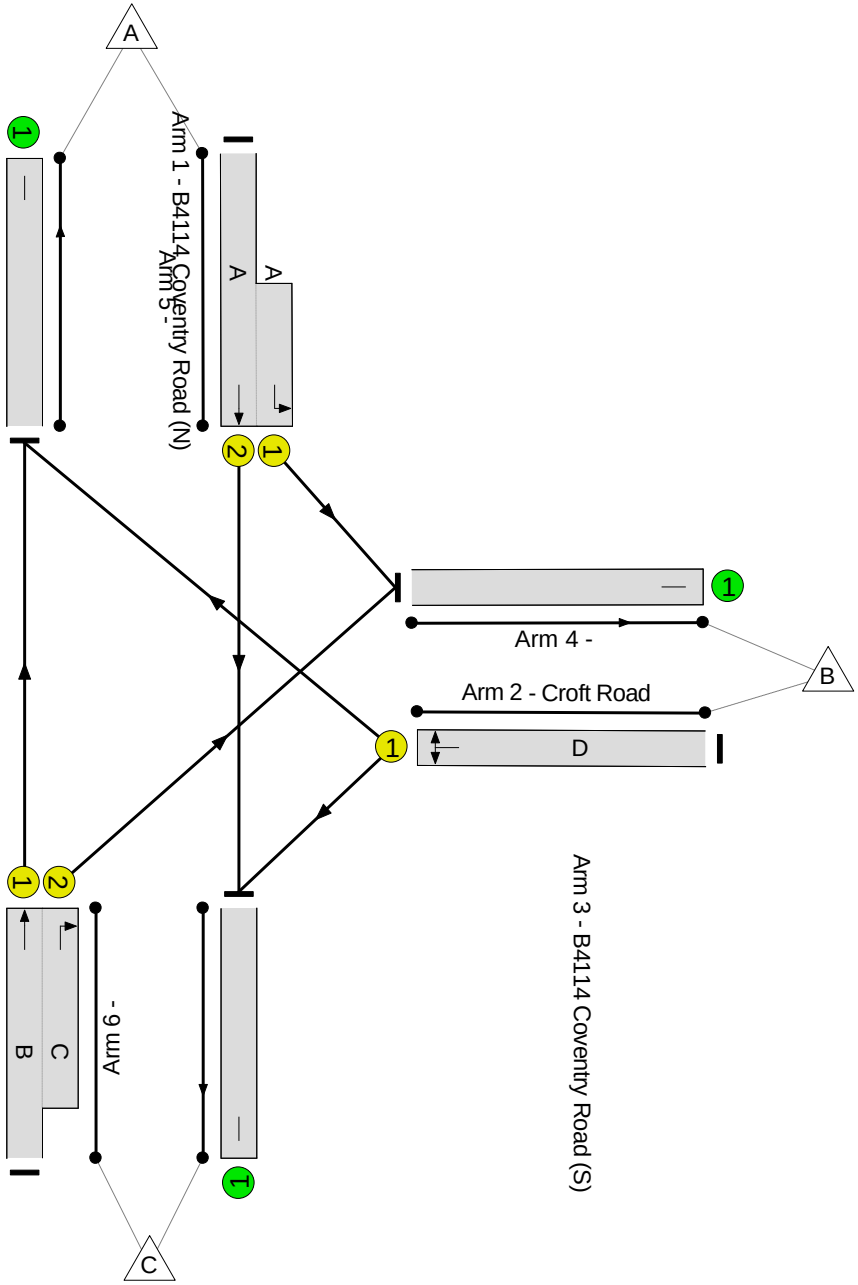


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: -3.2 %
Total Traffic Delay: 26.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.9%**
B4114 Coventry Road/Cosby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.9%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	38	-	825	1940:1663	699+189	92.9 : 92.9%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	15	-	272	1720	306	89.0%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	61:18	-	1016	1965:1828	719+386	92.0 : 92.0%
4/1		U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%

Full Input Data And Results

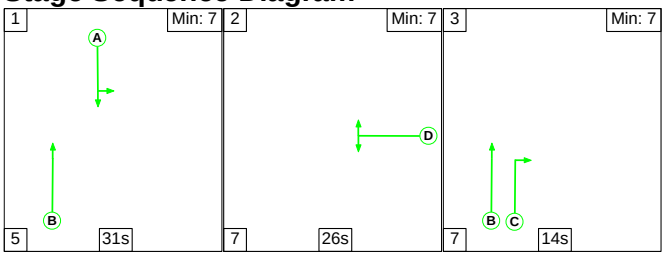
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**12.6**	**14.1**	**0.0**	**26.6**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**12.6**	**14.1**	**0.0**	**26.6**	**-**	**-**	**-**	**-**
1/2+1/1	825	825	-	-	-	5.2	5.6	-	10.8	47.1	17.6	5.6	23.2
2/1	272	272	-	-	-	2.7	3.4	-	6.1	80.6	6.6	3.4	9.9
3/1+3/2	1016	1016	-	-	-	4.6	5.1	-	9.8	34.6	8.7	5.1	13.8
4/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -3.2 Total Delay for Signalled Lanes (pcuHr): 26.65 Cycle Time (s): 90
PRC Over All Lanes (%): -3.2 Total Delay Over All Lanes(pcuHr): 26.65

Full Input Data And Results

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

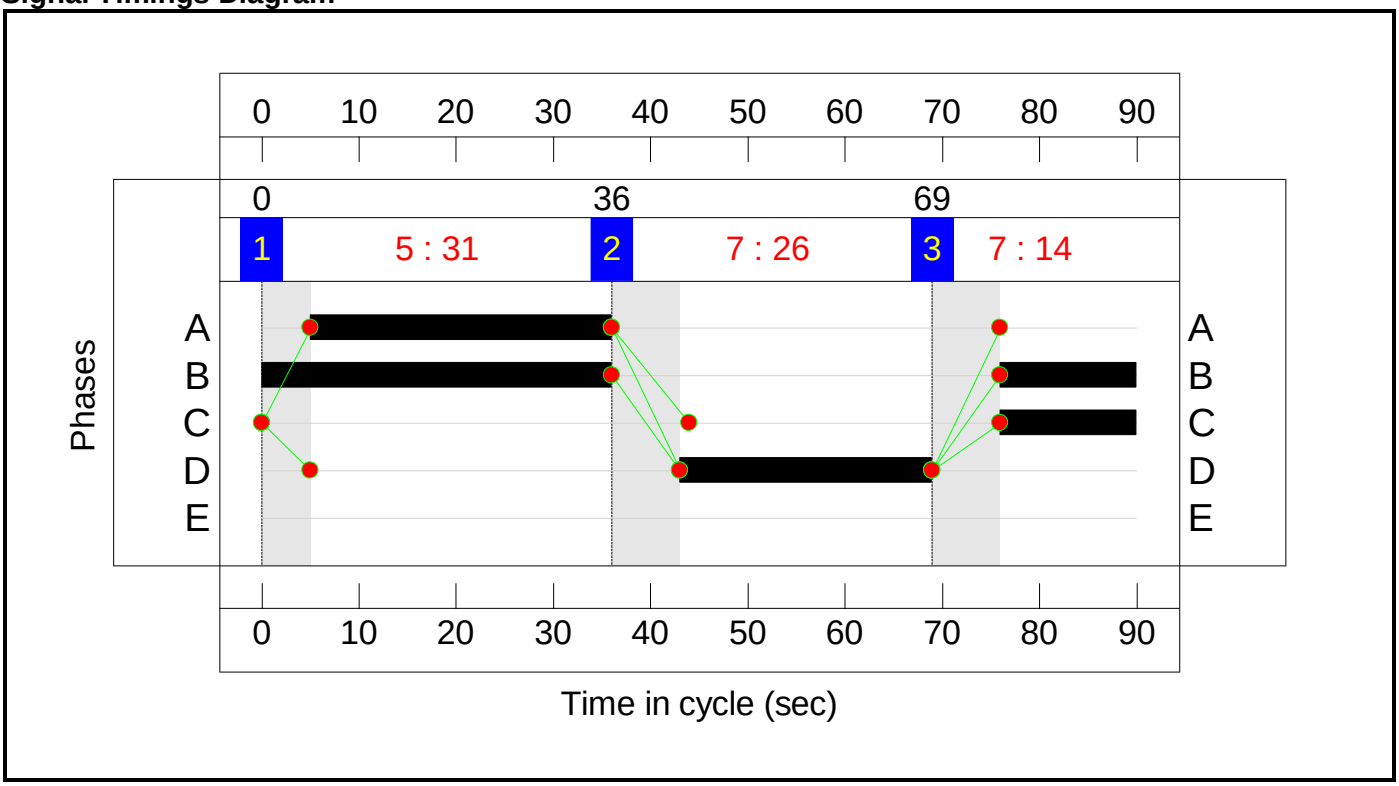
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	31	26	14
Change Point	0	36	69

Signal Timings Diagram



Full Input Data And Results

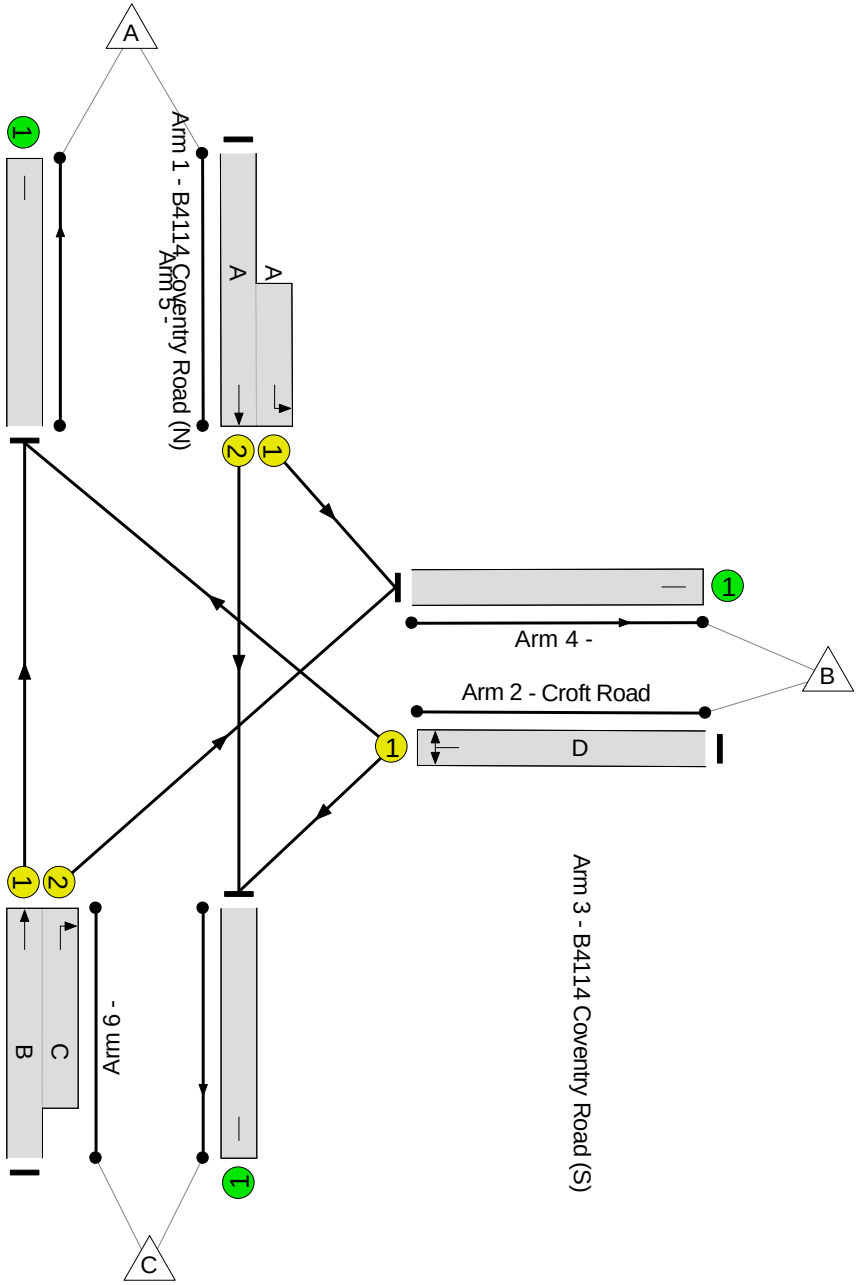
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction

PRC: 14.7 %

Total Traffic Delay: 16.8 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.5%**
B4114 Coventry Road/Cosby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.5%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	31	-	555	1940:1663	590+148	75.2 : 75.2%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	26	-	393	1725	518	75.9%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	50:14	-	983	1965:1828	953+300	78.5 : 78.5%
4/1		U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	934	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%

Full Input Data And Results

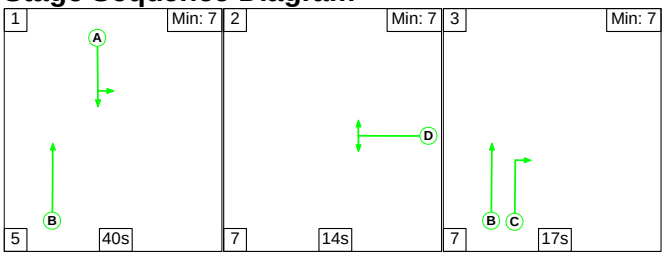
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**12.0**	**4.8**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**12.0**	**4.8**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
1/2+1/1	555	555	-	-	-	3.7	1.5	-	5.2	33.8	10.4	1.5	11.9
2/1	393	393	-	-	-	3.1	1.5	-	4.7	42.7	8.8	1.5	10.4
3/1+3/2	983	983	-	-	-	5.2	1.8	-	7.0	25.6	13.9	1.8	15.7
4/1	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 14.7 Total Delay for Signalled Lanes (pcuHr): 16.85 Cycle Time (s): 90
PRC Over All Lanes (%): 14.7 Total Delay Over All Lanes(pcuHr): 16.85

Full Input Data And Results

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

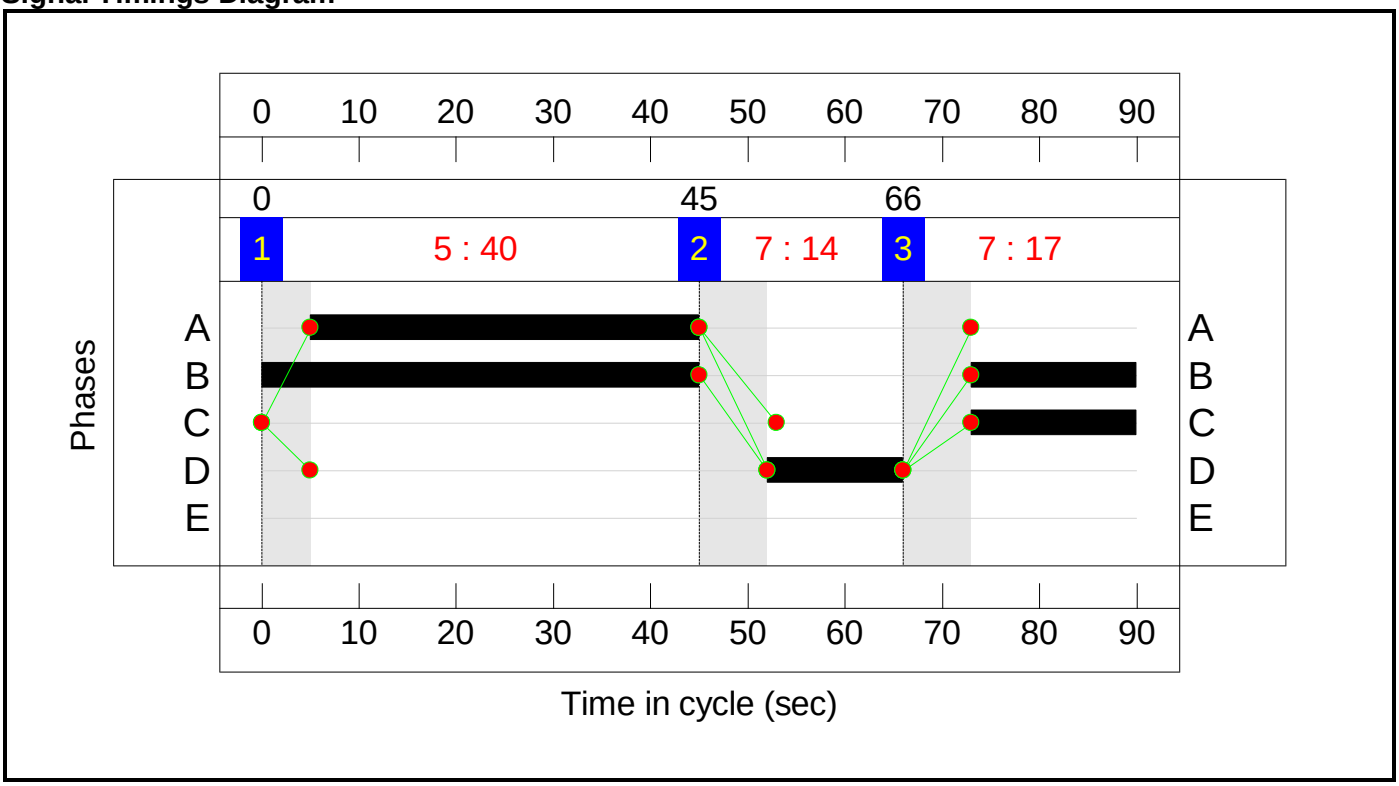
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	40	14	17
Change Point	0	45	66

Signal Timings Diagram

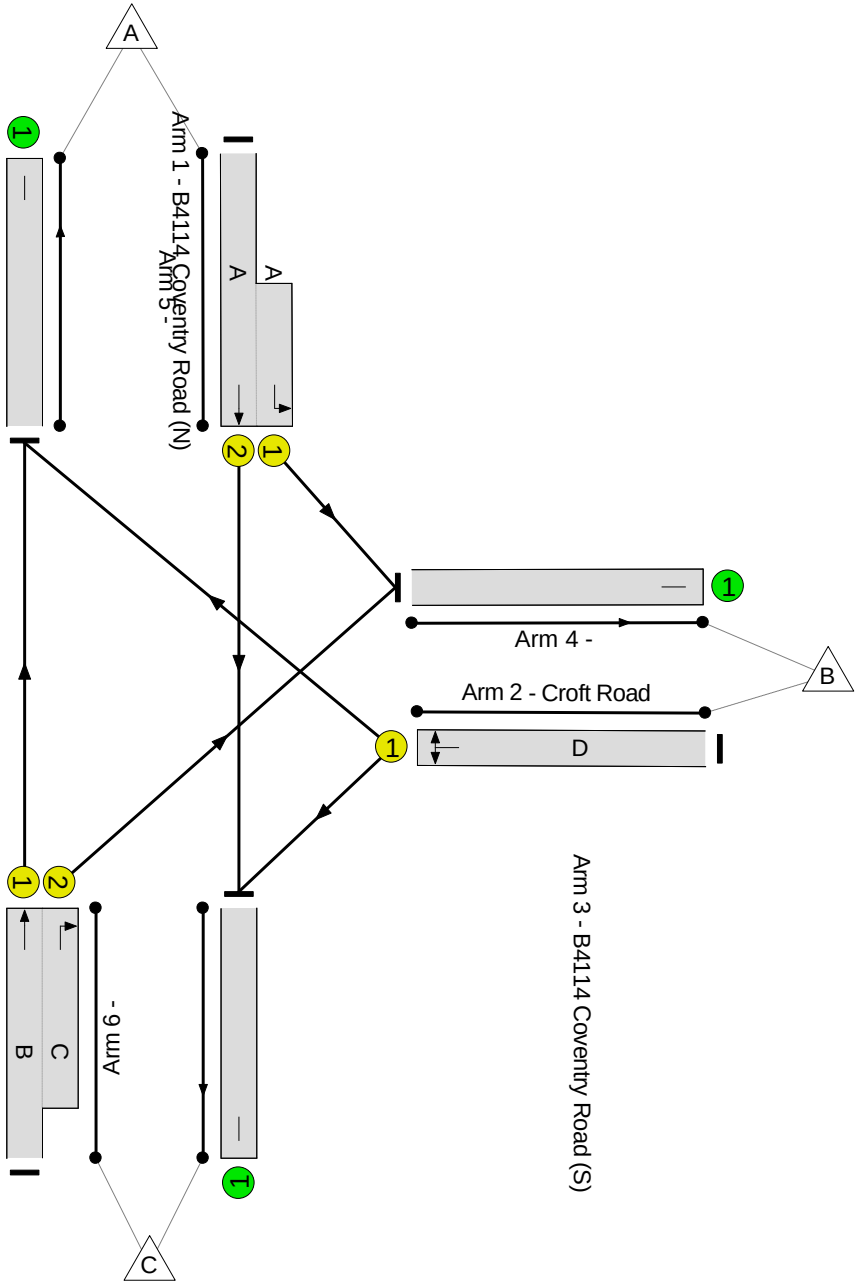


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: -5.4 %
Total Traffic Delay: 27.8 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.9%**
B4114 Coventry Road/Cosby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.9%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	40	-	882	1940:1663	731+198	94.9 : 94.9%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	14	-	260	1719	286	90.8%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	62:17	-	901	1965:1828	624+366	91.1 : 91.1%
4/1		U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%

Full Input Data And Results

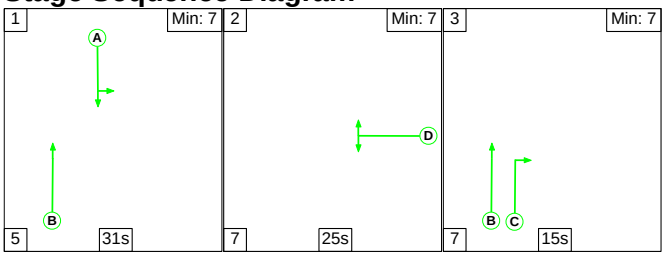
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**12.2**	**15.6**	**0.0**	**27.8**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**12.2**	**15.6**	**0.0**	**27.8**	**-**	**-**	**-**	**-**
1/2+1/1	882	882	-	-	-	5.4	7.1	-	12.5	51.2	19.2	7.1	26.3
2/1	260	260	-	-	-	2.7	3.8	-	6.5	89.6	6.4	3.8	10.2
3/1+3/2	901	901	-	-	-	4.2	4.6	-	8.8	35.1	8.1	4.6	12.8
4/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	863	863	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -5.4 Total Delay for Signalled Lanes (pcuHr): 27.79 Cycle Time (s): 90
PRC Over All Lanes (%): -5.4 Total Delay Over All Lanes(pcuHr): 27.79

Full Input Data And Results

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

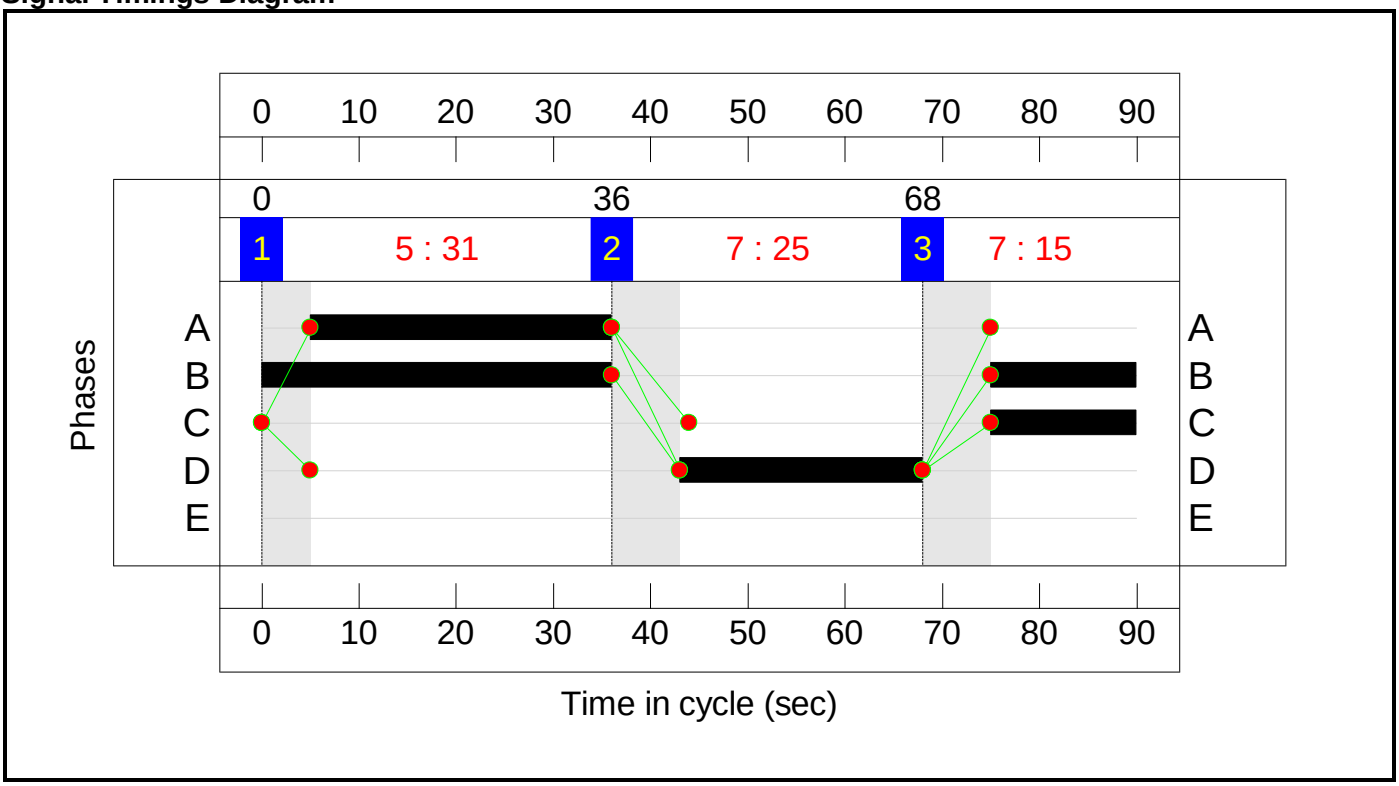
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	31	25	15
Change Point	0	36	68

Signal Timings Diagram



Full Input Data And Results

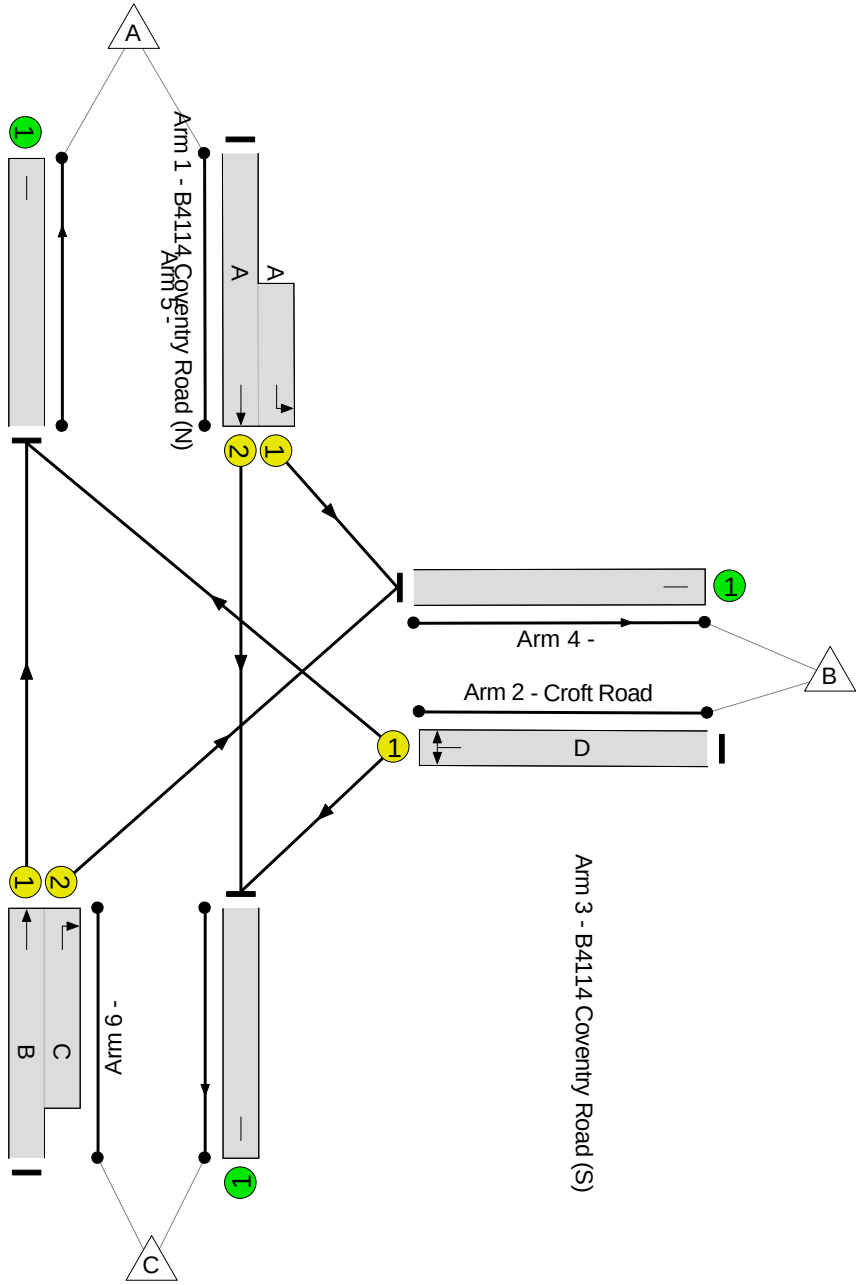
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction

PRC: 13.2 %

Total Traffic Delay: 17.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.5%**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.5%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	31	-	573	1940:1663	592+145	77.7 : 77.7%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	25	-	388	1724	498	77.9%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	51:15	-	1016	1965:1828	966+312	79.5 : 79.5%
4/1		U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	948	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%

Full Input Data And Results

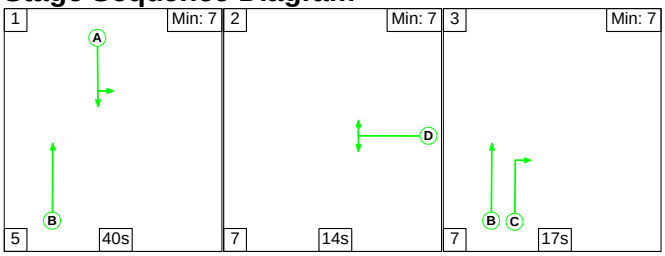
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**12.3**	**5.3**	**0.0**	**17.6**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**12.3**	**5.3**	**0.0**	**17.6**	**-**	**-**	**-**	**-**
1/2+1/1	573	573	-	-	-	3.9	1.7	-	5.6	35.2	10.9	1.7	12.7
2/1	388	388	-	-	-	3.2	1.7	-	4.9	45.2	8.8	1.7	10.5
3/1+3/2	1016	1016	-	-	-	5.2	1.9	-	7.2	25.3	14.3	1.9	16.2
4/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	948	948	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 13.2 Total Delay for Signalled Lanes (pcuHr): 17.63 Cycle Time (s): 90
PRC Over All Lanes (%): 13.2 Total Delay Over All Lanes(pcuHr): 17.63

Full Input Data And Results

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

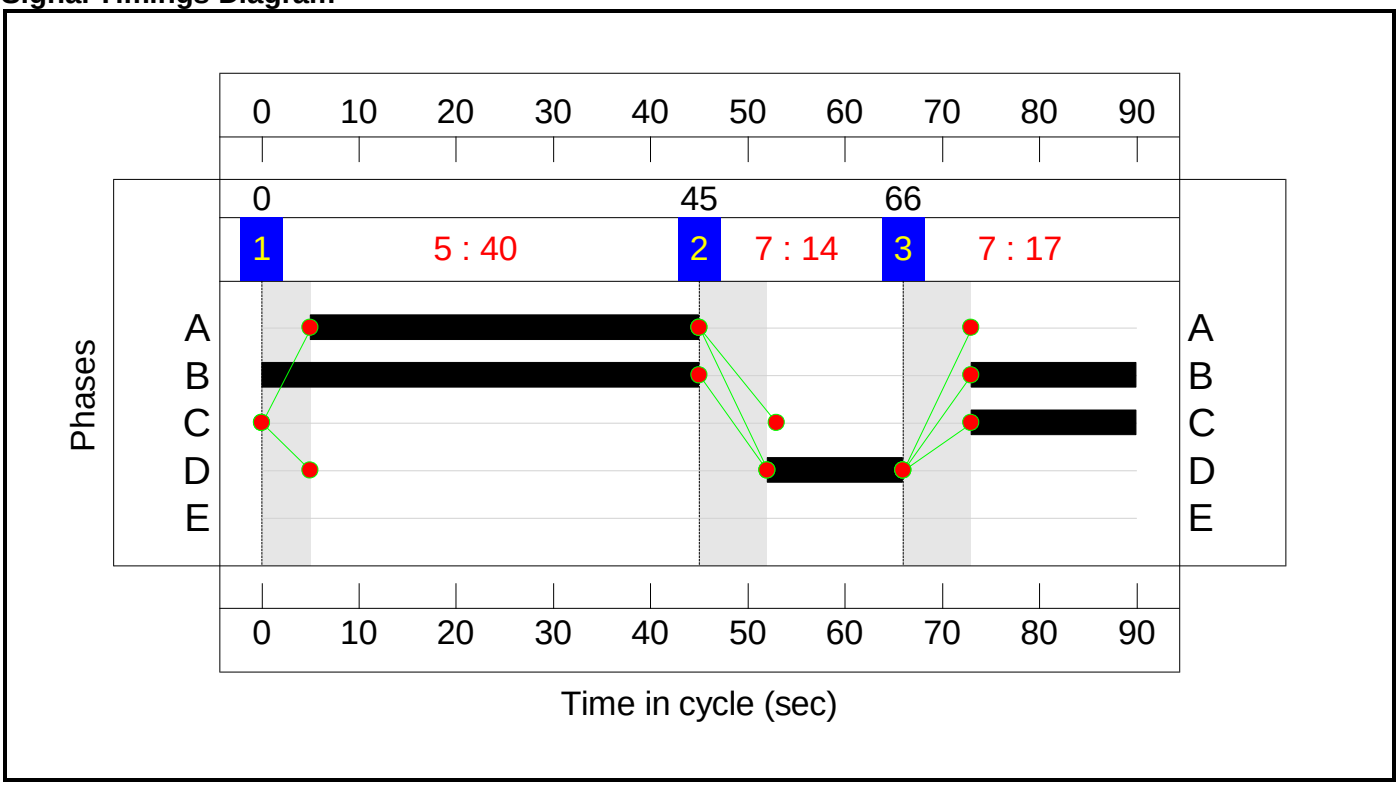
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	40	14	17
Change Point	0	45	66

Signal Timings Diagram

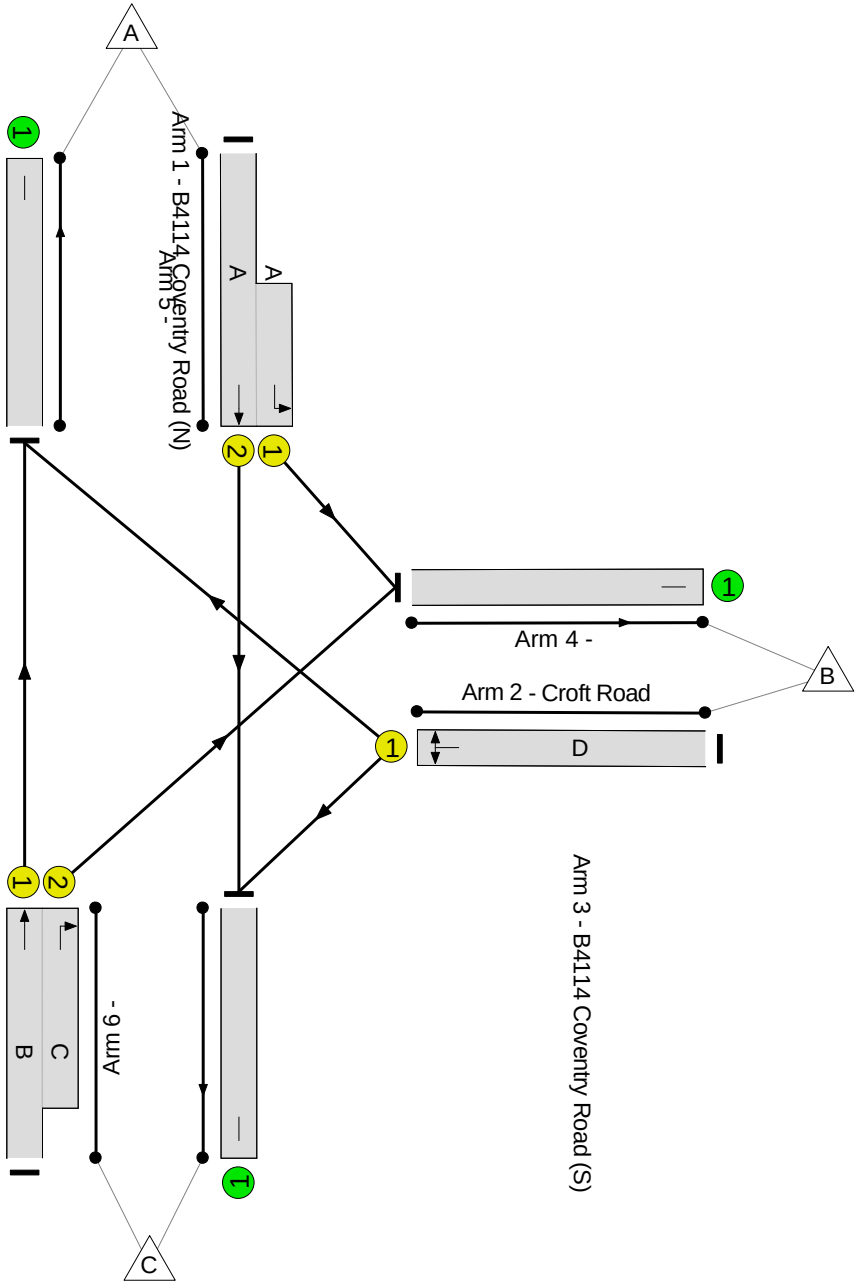


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: -5.5 %
Total Traffic Delay: 31.7 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.9%**
B4114 Coventry Road/Cosby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.9%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	40	-	882	1940:1663	719+215	94.4 : 94.4%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	14	-	272	1719	286	94.9%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	62:17	-	894	1965:1828	576+366	94.9 : 94.9%
4/1		U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%

Full Input Data And Results

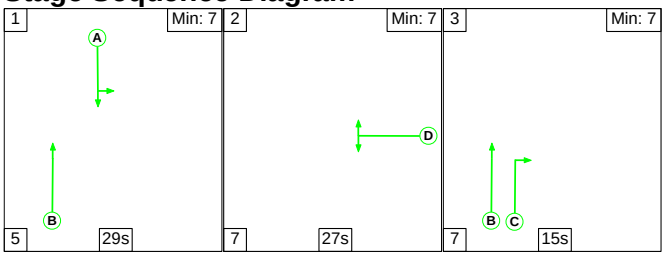
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**12.4**	**19.3**	**0.0**	**31.7**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**12.4**	**19.3**	**0.0**	**31.7**	**-**	**-**	**-**	**-**
1/2+1/1	882	882	-	-	-	5.4	6.7	-	12.0	49.1	19.0	6.7	25.7
2/1	272	272	-	-	-	2.8	5.4	-	8.2	108.4	6.7	5.4	12.1
3/1+3/2	894	894	-	-	-	4.3	7.2	-	11.5	46.1	8.5	7.2	15.7
4/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	856	856	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -5.5 Total Delay for Signalled Lanes (pcuHr): 31.69 Cycle Time (s): 90
PRC Over All Lanes (%): -5.5 Total Delay Over All Lanes(pcuHr): 31.69

Full Input Data And Results

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

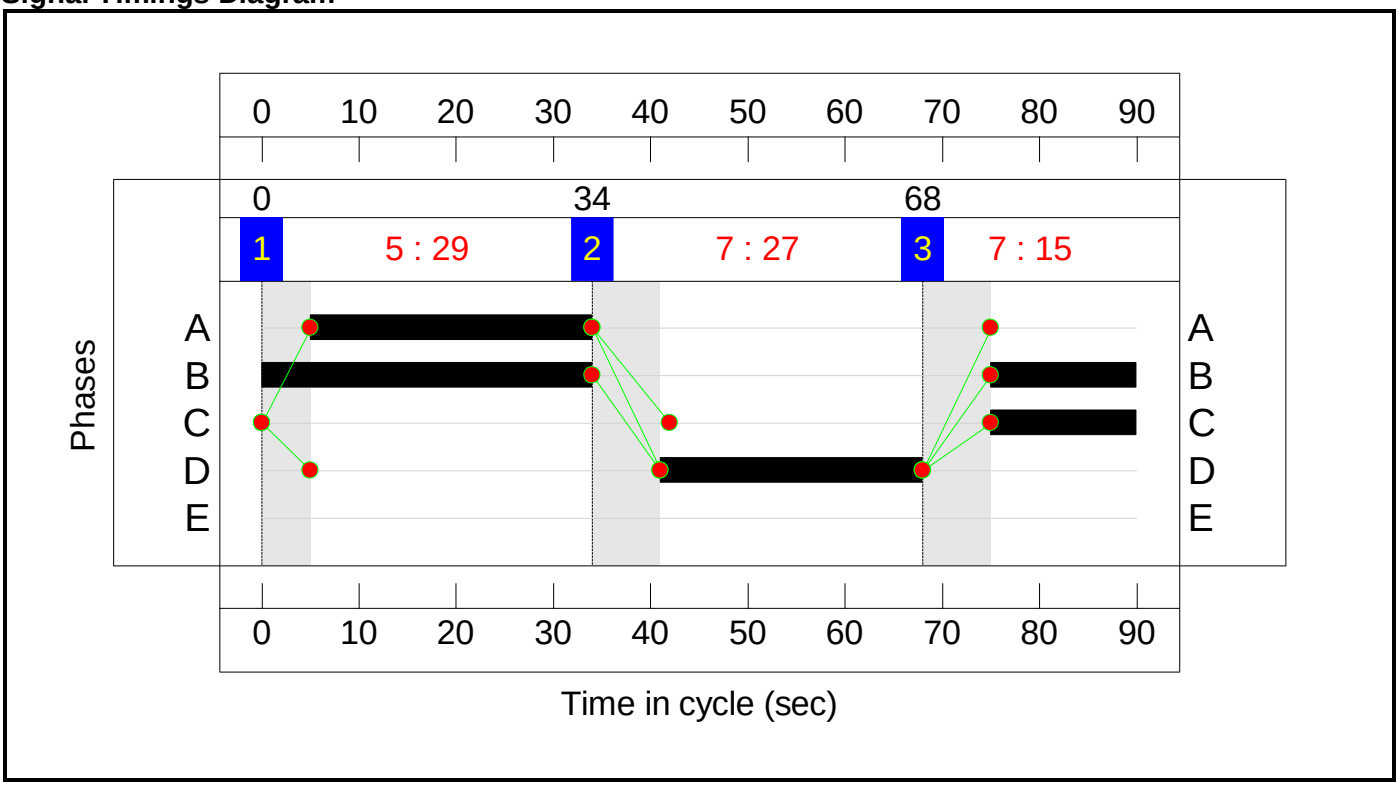
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	29	27	15
Change Point	0	34	68

Signal Timings Diagram

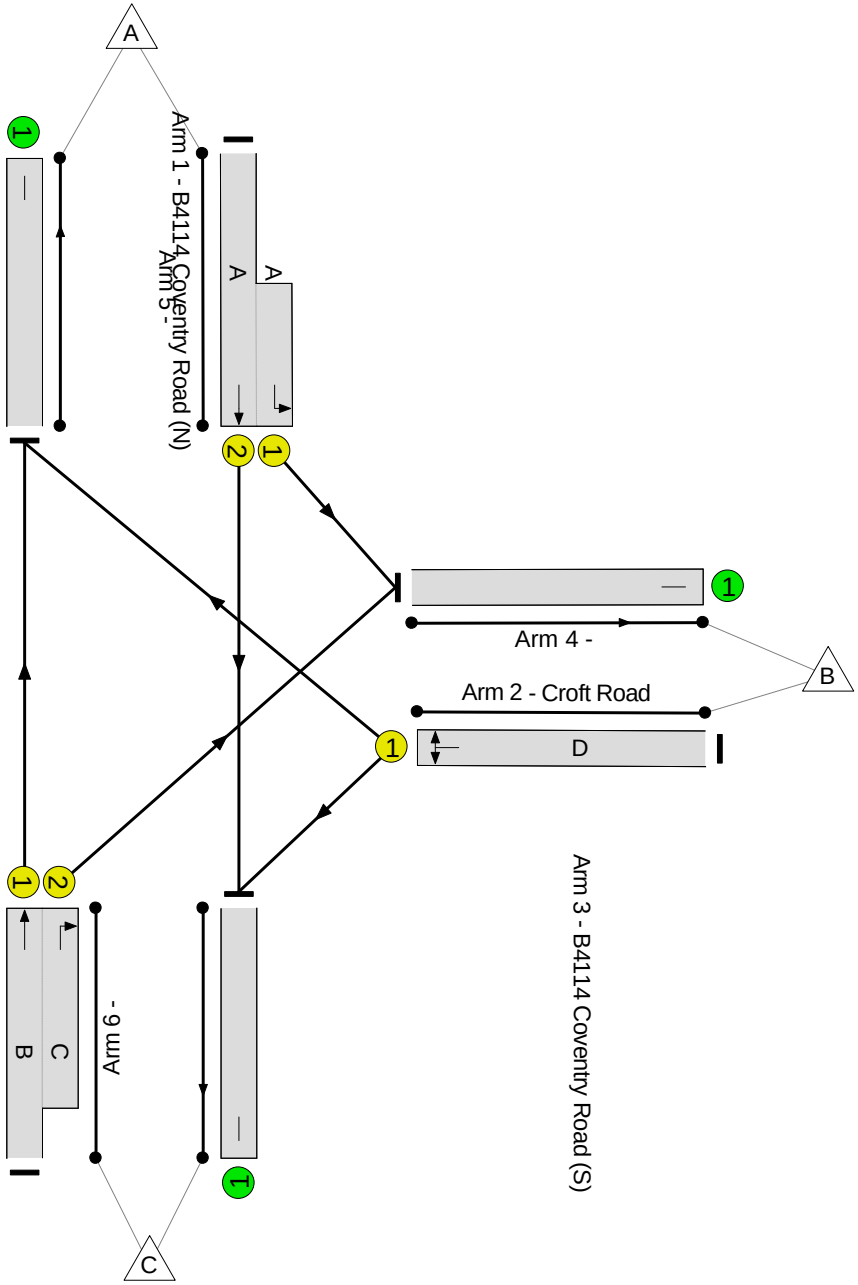


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: 7.3 %
Total Traffic Delay: 19.8 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.9%**
B4114 Coventry Road/Cosby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.9%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	29	-	611	1940:1663	518+211	83.9 : 83.9%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	27	-	439	1730	538	81.6%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	49:15	-	989	1965:1828	923+325	79.1 : 79.7%
4/1		U	N/A	N/A	-		-	-	-	436	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	983	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	620	Inf	Inf	0.0%

Full Input Data And Results

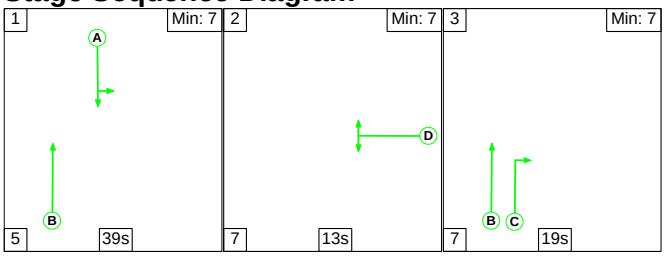
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**13.3**	**6.5**	**0.0**	**19.8**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**13.3**	**6.5**	**0.0**	**19.8**	**-**	**-**	**-**	**-**
1/2+1/1	611	611	-	-	-	4.4	2.5	-	6.9	40.6	11.3	2.5	13.8
2/1	439	439	-	-	-	3.5	2.1	-	5.6	46.0	10.1	2.1	12.2
3/1+3/2	989	989	-	-	-	5.4	1.9	-	7.3	26.6	13.4	1.9	15.3
4/1	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	983	983	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 7.3 Total Delay for Signalled Lanes (pcuHr): 19.80 Cycle Time (s): 90
PRC Over All Lanes (%): 7.3 Total Delay Over All Lanes(pcuHr): 19.80

Full Input Data And Results

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

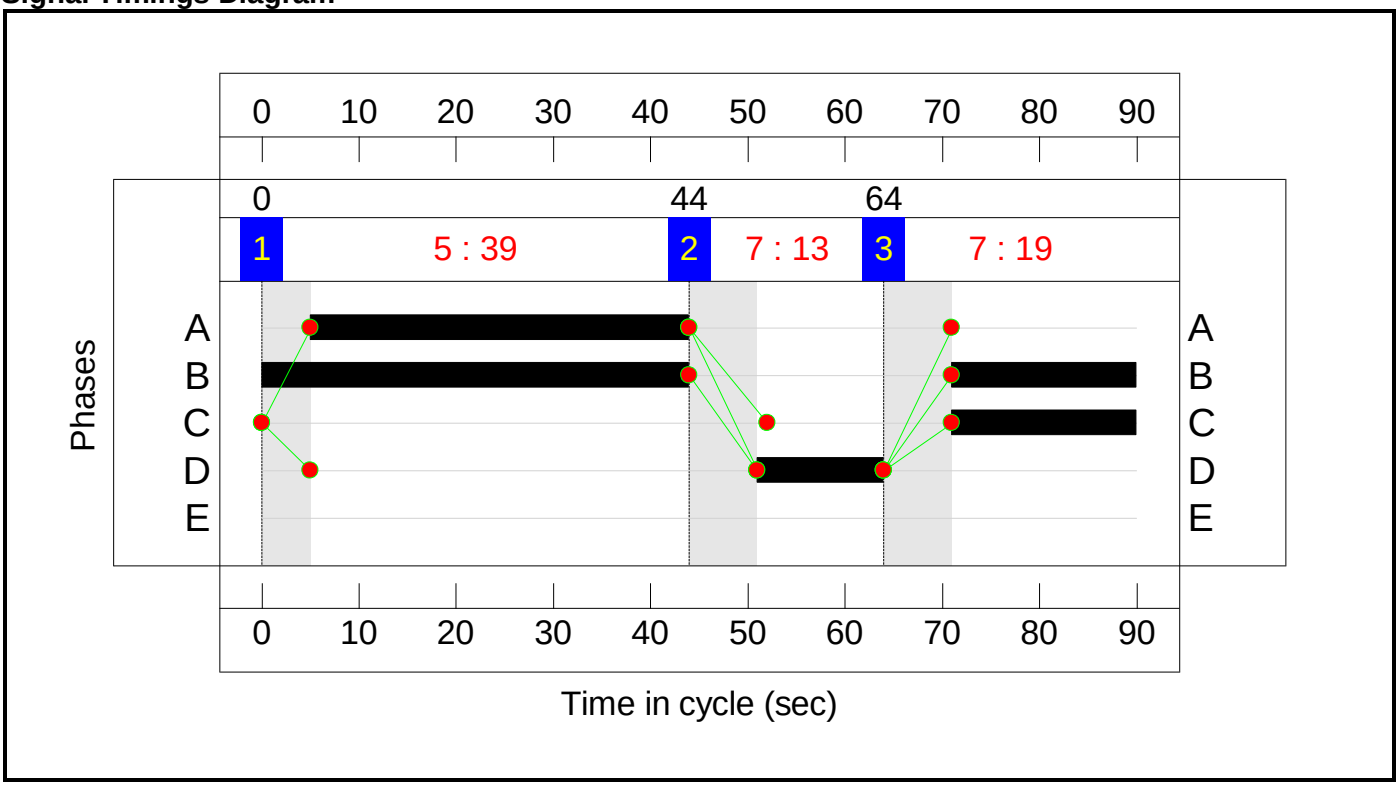
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	39	13	19
Change Point	0	44	64

Signal Timings Diagram

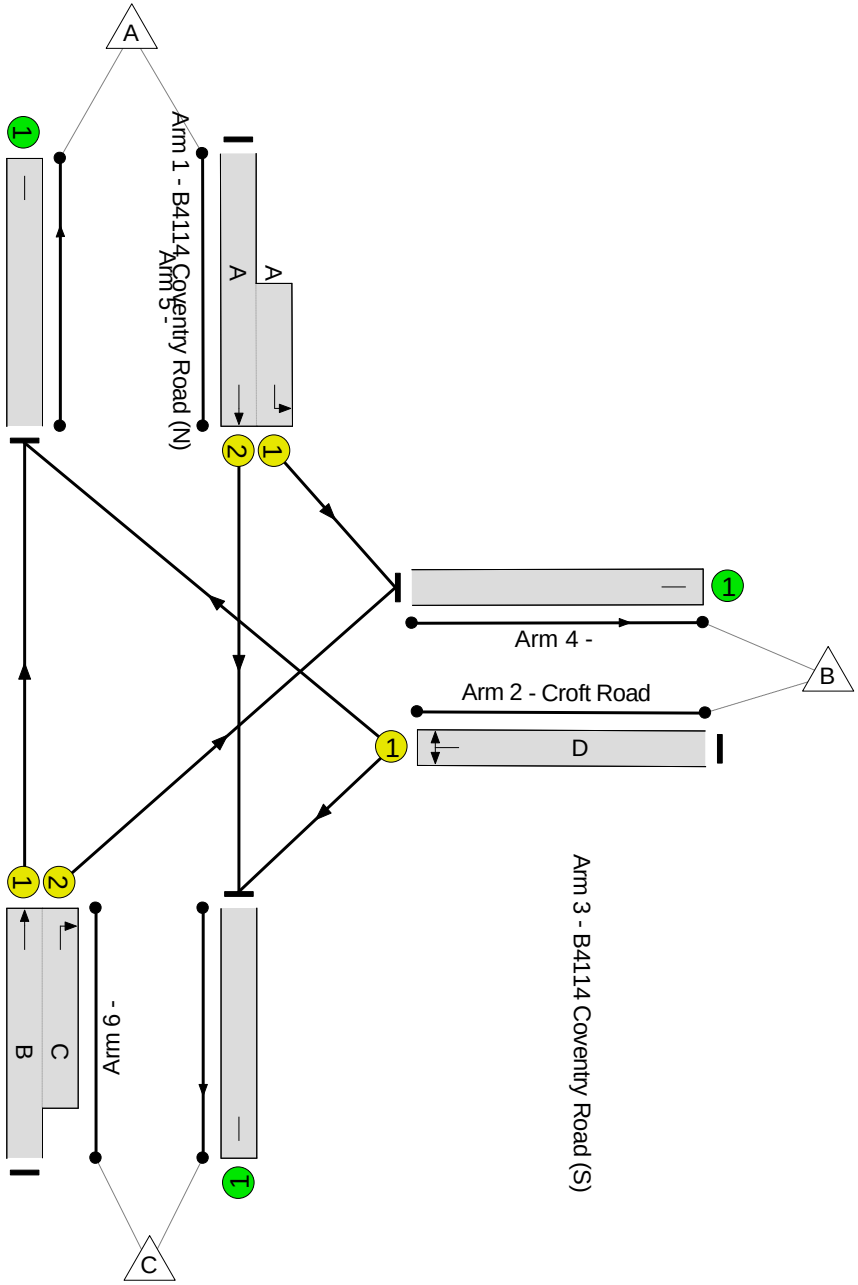


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: -3.8 %
Total Traffic Delay: 27.7 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.4%**
B4114 Coventry Road/Cosby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.4%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	39	-	841	1940:1663	736+164	93.4 : 93.4%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	13	-	248	1717	267	92.9%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	63:19	-	1035	1965:1828	724+406	91.6 : 91.6%
4/1		U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	860	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: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**12.4**	**15.3**	**0.0**	**27.7**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**12.4**	**15.3**	**0.0**	**27.7**	**-**	**-**	**-**	**-**
1/2+1/1	841	841	-	-	-	5.3	5.9	-	11.2	47.9	18.3	5.9	24.2
2/1	248	248	-	-	-	2.6	4.4	-	7.0	101.9	6.1	4.4	10.5
3/1+3/2	1035	1035	-	-	-	4.6	4.9	-	9.5	33.0	9.0	4.9	13.9
4/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

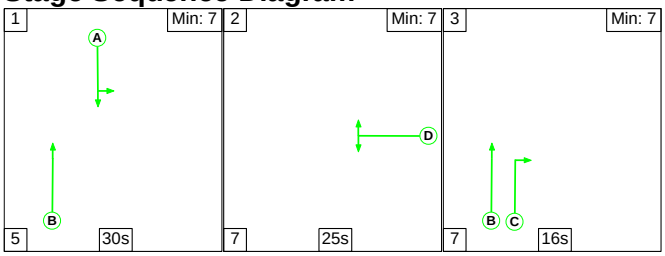
C1 PRC for Signalled Lanes (%): -3.8 Total Delay for Signalled Lanes (pcuHr): 27.71 Cycle Time (s): 90

PRC Over All Lanes (%): -3.8 Total Delay Over All Lanes(pcuHr): 27.71

Full Input Data And Results

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

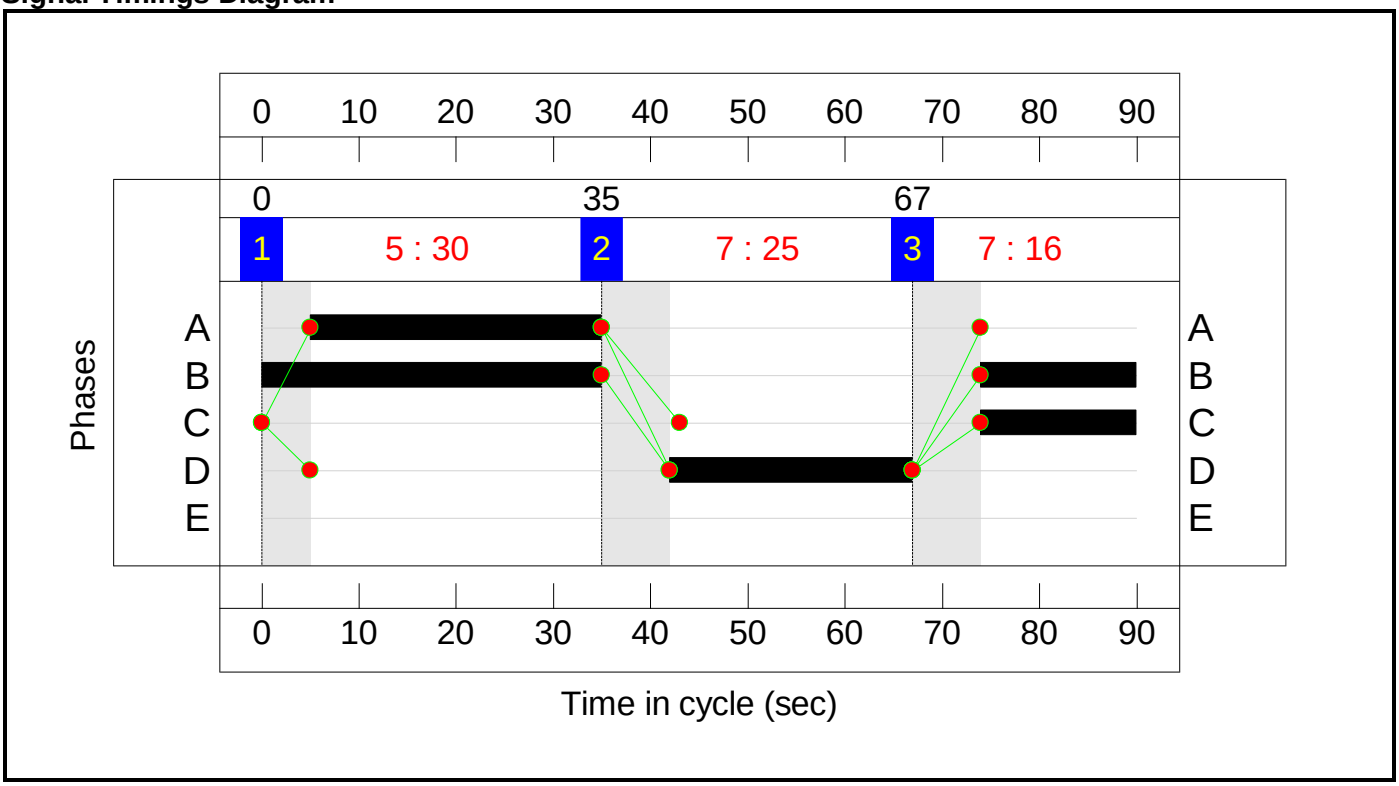
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	30	25	16
Change Point	0	35	67

Signal Timings Diagram

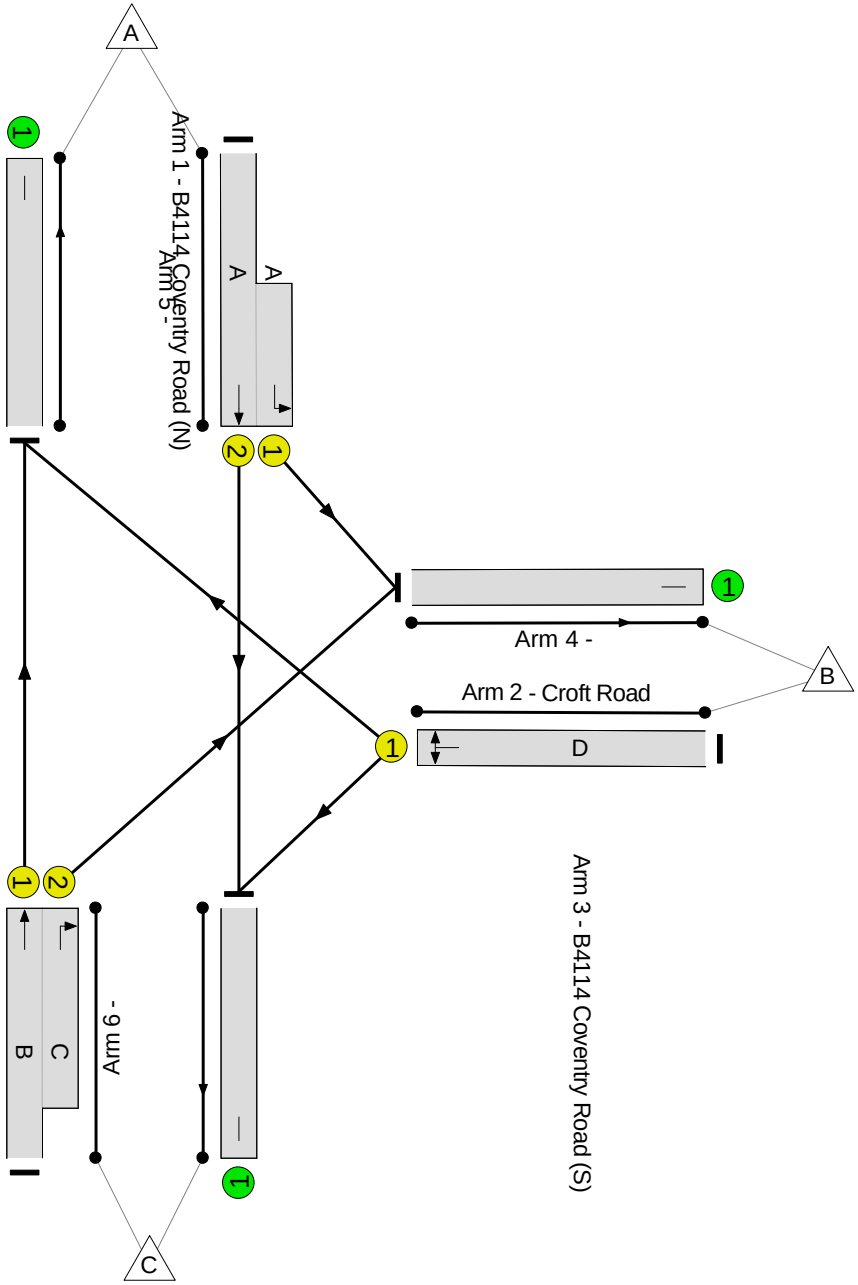


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: 7.6 %
Total Traffic Delay: 19.5 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.6%**
B4114 Coventry Road/Cosby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.6%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	30	-	622	1940:1663	538+206	83.6 : 83.6%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	25	-	404	1728	499	80.9%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	51:16	-	1031	1965:1828	951+345	79.5 : 79.6%
4/1		U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	636	Inf	Inf	0.0%

Full Input Data And Results

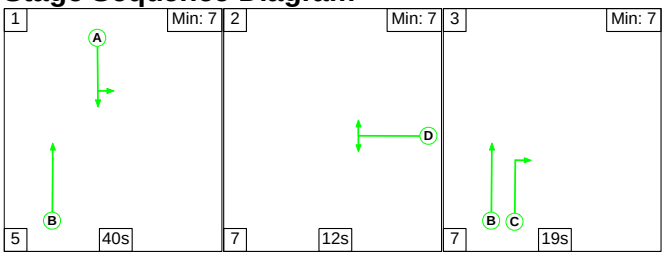
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**13.1**	**6.4**	**0.0**	**19.5**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**13.1**	**6.4**	**0.0**	**19.5**	**-**	**-**	**-**	**-**
1/2+1/1	622	622	-	-	-	4.4	2.5	-	6.8	39.5	11.7	2.5	14.2
2/1	404	404	-	-	-	3.3	2.0	-	5.4	47.8	9.3	2.0	11.3
3/1+3/2	1031	1031	-	-	-	5.4	1.9	-	7.3	25.6	14.0	1.9	15.9
4/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 7.6 Total Delay for Signalled Lanes (pcuHr): 19.52 Cycle Time (s): 90
PRC Over All Lanes (%): 7.6 Total Delay Over All Lanes(pcuHr): 19.52

Full Input Data And Results

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

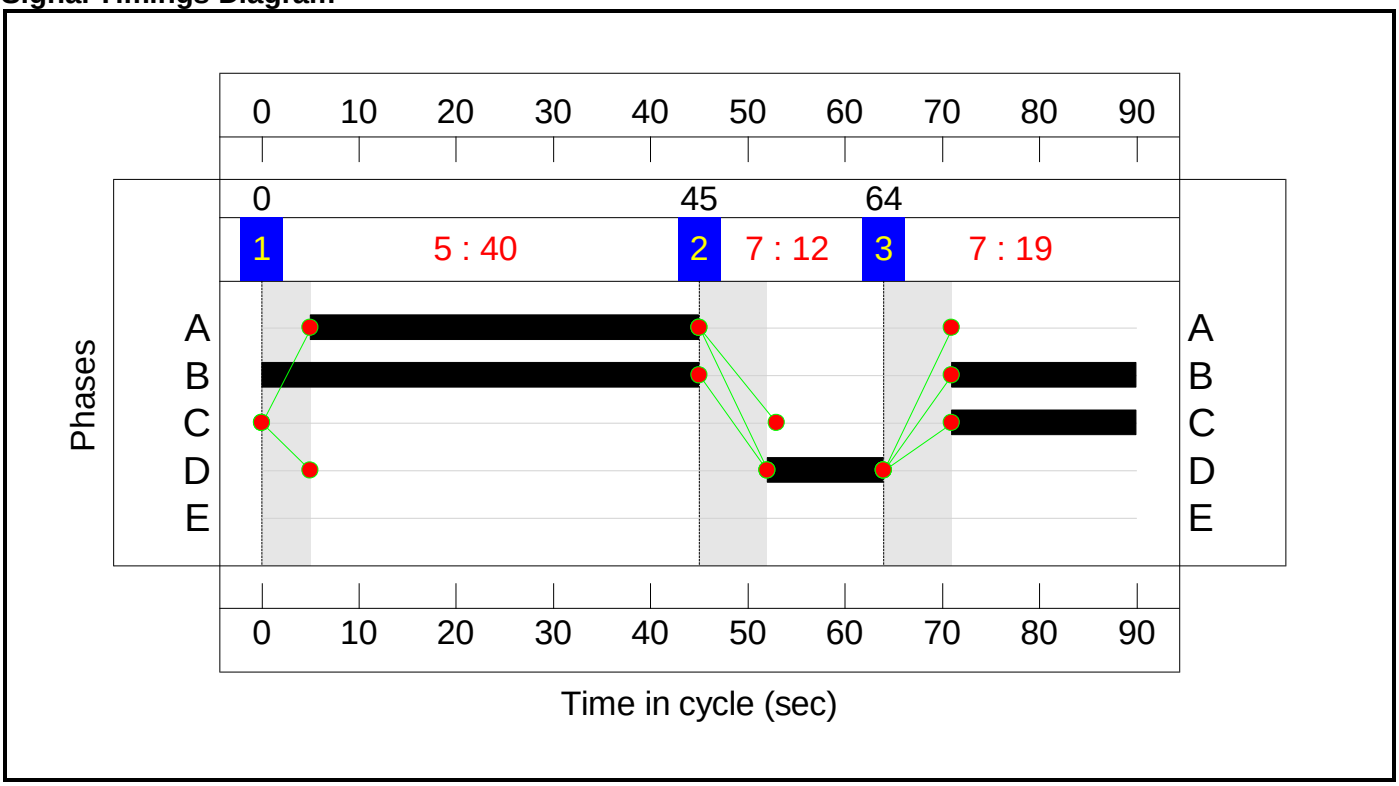
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	40	12	19
Change Point	0	45	64

Signal Timings Diagram

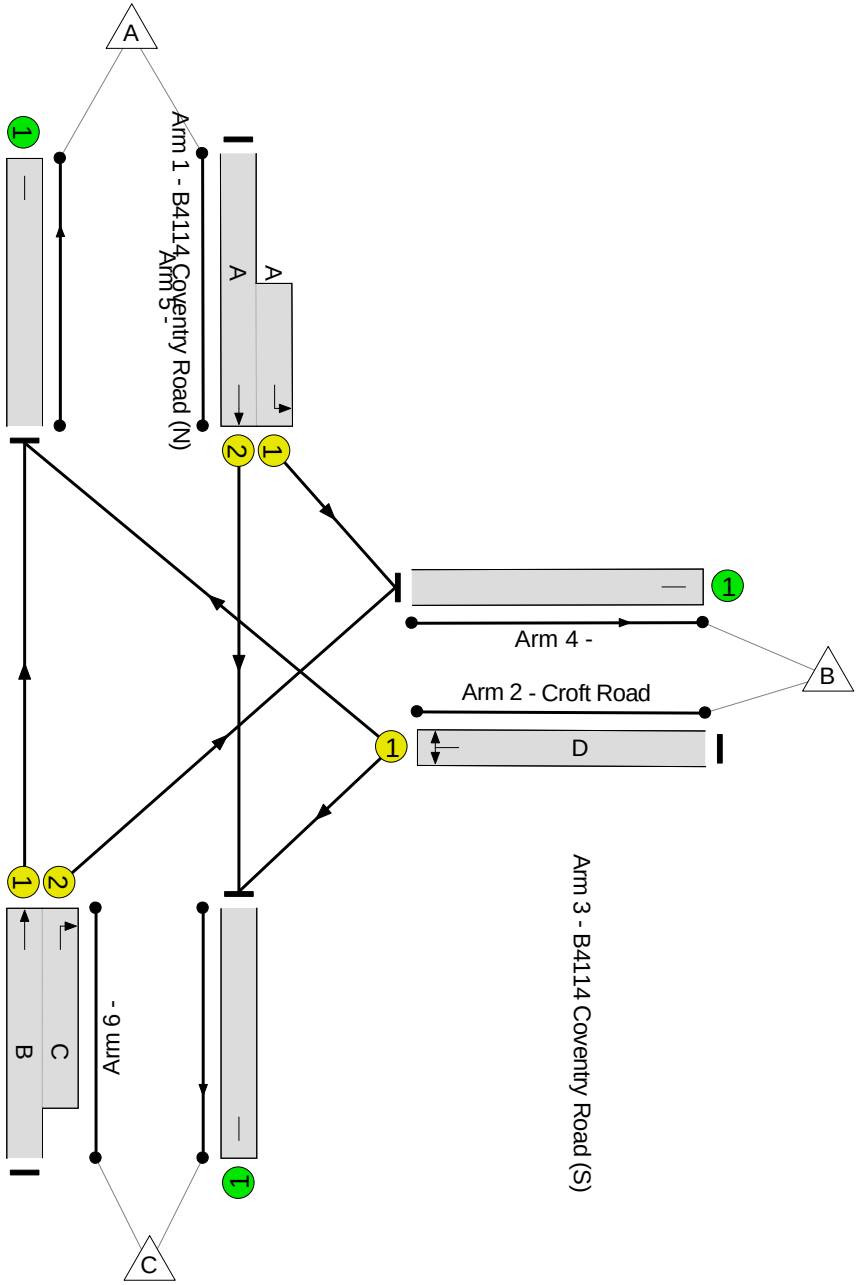


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: -4.9 %
Total Traffic Delay: 28.5 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
B4114 Coventry Road/Cosby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	40	-	873	1940:1663	744+180	94.4 : 94.4%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	12	-	234	1716	248	94.4%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	64:19	-	935	1965:1828	618+406	91.3 : 91.3%
4/1		U	N/A	N/A	-		-	-	-	541	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	868	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: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**12.1**	**16.4**	**0.0**	**28.5**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**12.1**	**16.4**	**0.0**	**28.5**	**-**	**-**	**-**	**-**
1/2+1/1	873	873	-	-	-	5.4	6.7	-	12.1	49.9	19.2	6.7	25.9
2/1	234	234	-	-	-	2.5	4.9	-	7.4	114.0	5.8	4.9	10.7
3/1+3/2	935	935	-	-	-	4.3	4.8	-	9.0	34.8	9.0	4.8	13.7
4/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	868	868	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

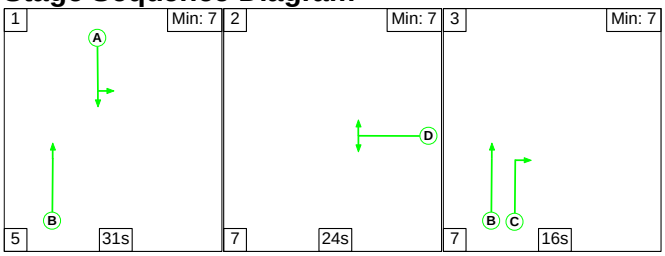
C1 PRC for Signalled Lanes (%): -4.9 Total Delay for Signalled Lanes (pcuHr): 28.54 Cycle Time (s): 90

PRC Over All Lanes (%): -4.9 Total Delay Over All Lanes(pcuHr): 28.54

Full Input Data And Results

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

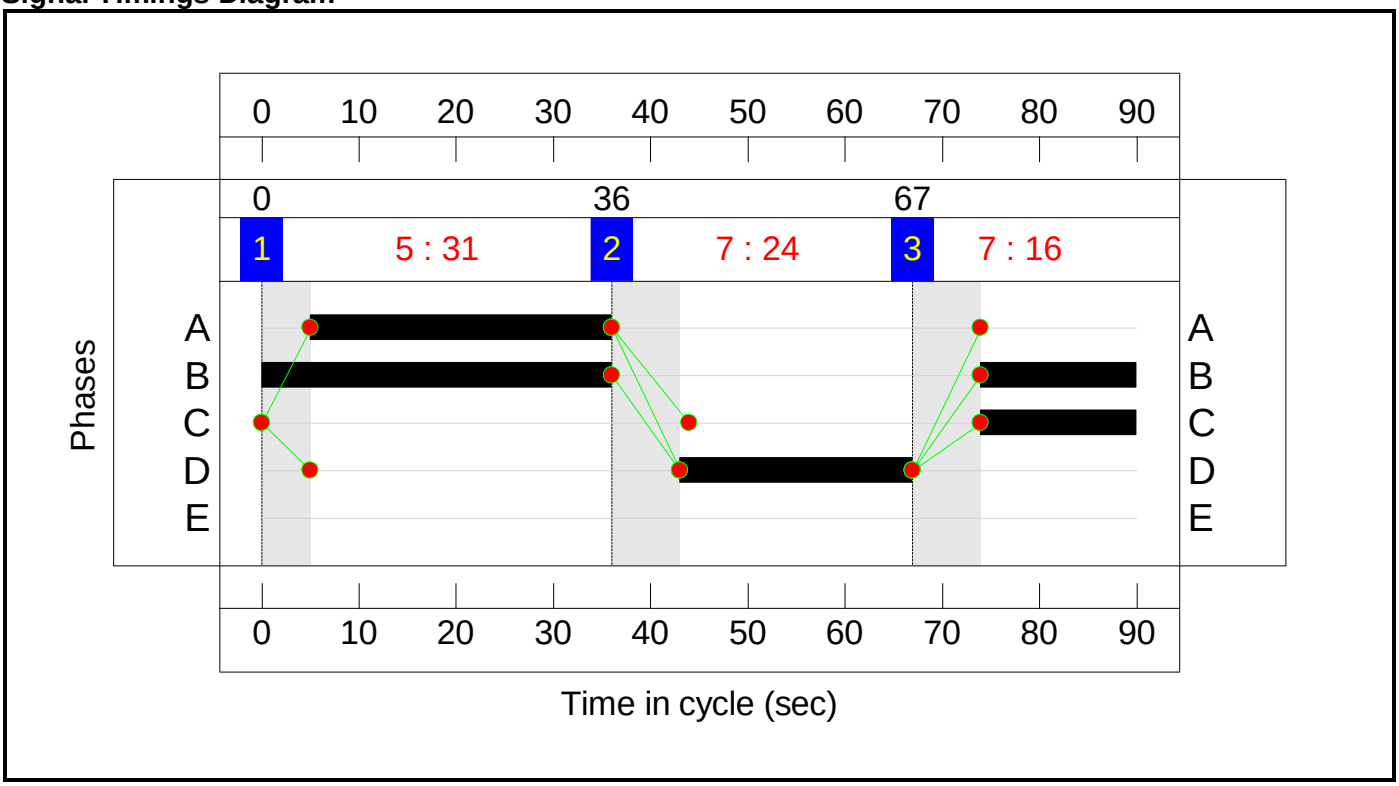
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	31	24	16
Change Point	0	36	67

Signal Timings Diagram

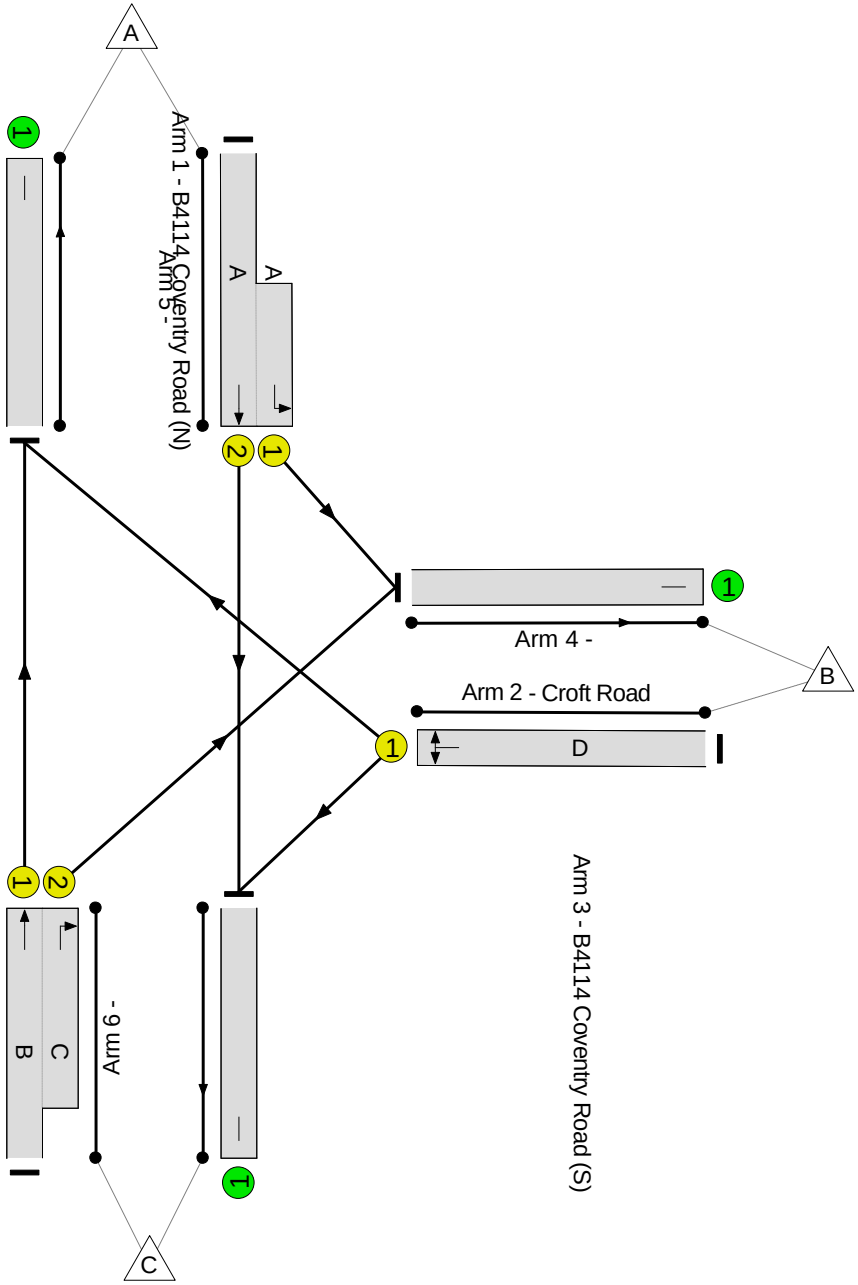


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: 6.9 %
Total Traffic Delay: 20.0 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.2%**
B4114 Coventry Road/Cosby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.2%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	31	-	636	1940:1663	557+205	83.5 : 83.5%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	24	-	404	1728	480	84.2%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	52:16	-	1042	1965:1828	967+345	79.1 : 80.2%
4/1		U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	980	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%

Full Input Data And Results

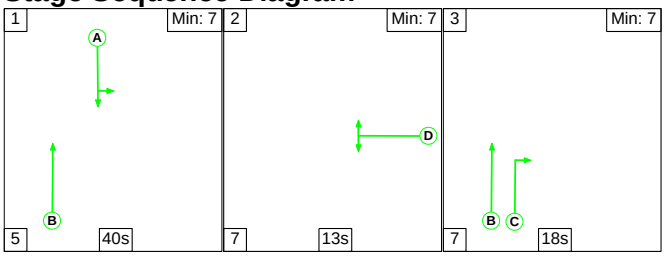
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**13.2**	**6.8**	**0.0**	**20.0**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**13.2**	**6.8**	**0.0**	**20.0**	**-**	**-**	**-**	**-**
1/2+1/1	636	636	-	-	-	4.4	2.4	-	6.8	38.6	11.9	2.4	14.4
2/1	404	404	-	-	-	3.4	2.5	-	5.9	52.9	9.4	2.5	11.9
3/1+3/2	1042	1042	-	-	-	5.3	1.9	-	7.2	25.0	13.4	1.9	15.3
4/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	980	980	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 6.9 Total Delay for Signalled Lanes (pcuHr): 19.98 Cycle Time (s): 90
PRC Over All Lanes (%): 6.9 Total Delay Over All Lanes(pcuHr): 19.98

Full Input Data And Results

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

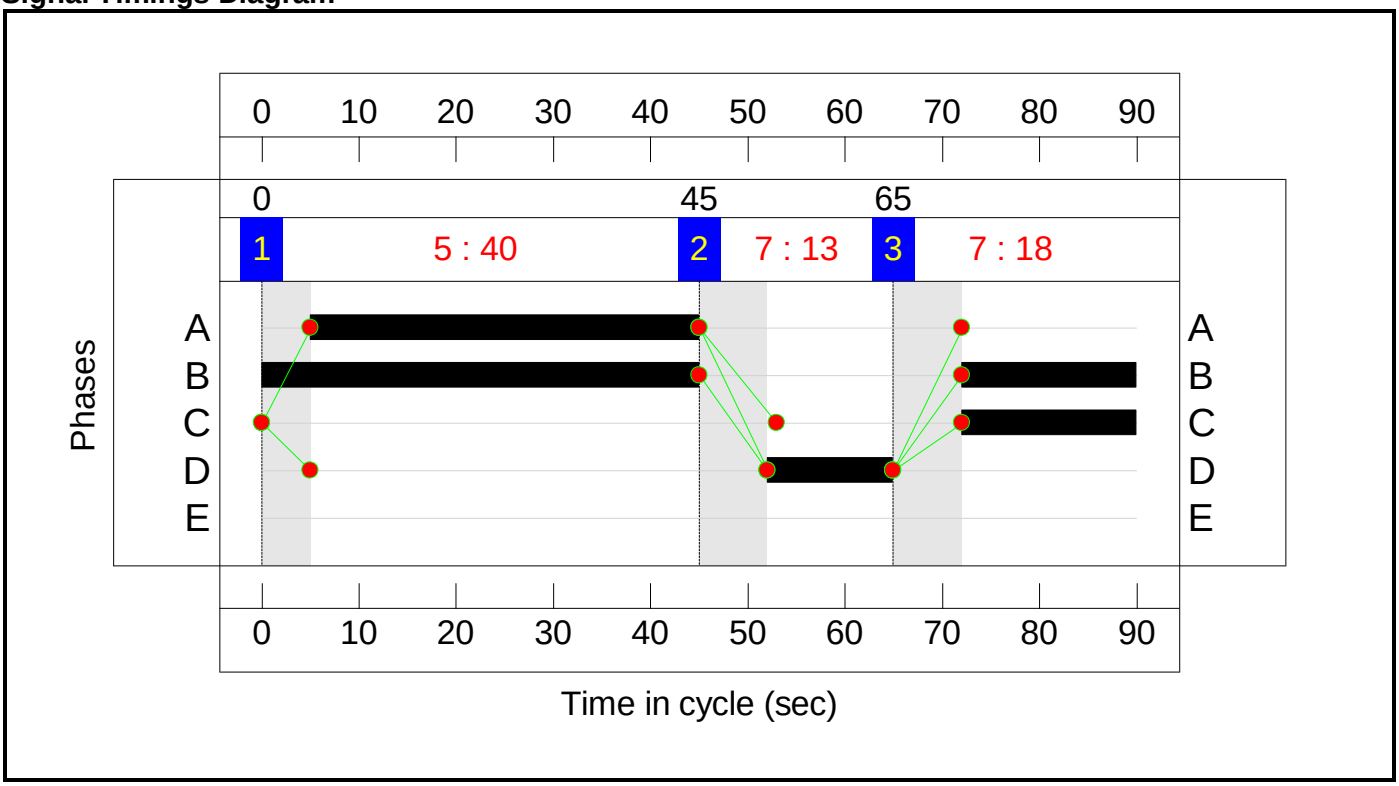
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	40	13	18
Change Point	0	45	65

Signal Timings Diagram

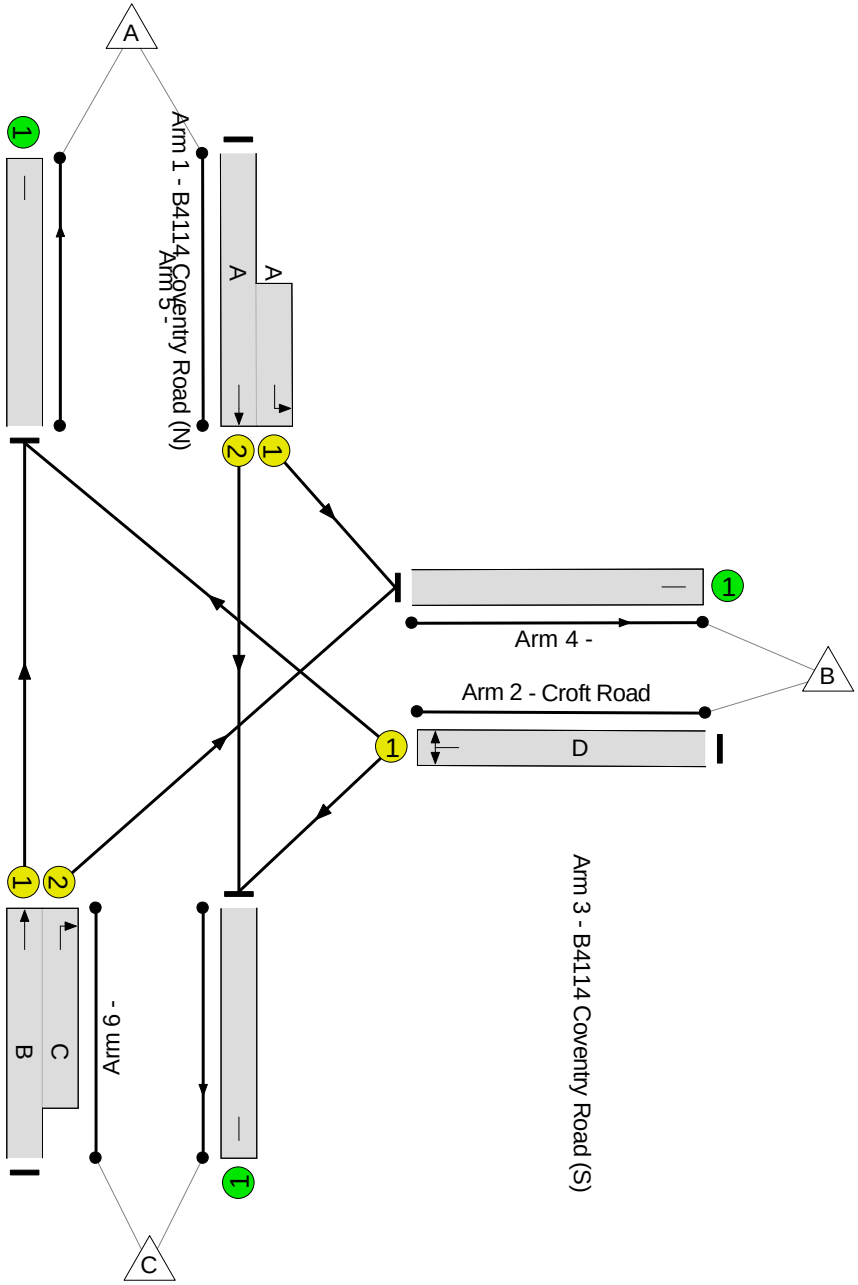


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: -8.3 %
Total Traffic Delay: 36.1 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.4%**
B4114 Coventry Road/Cosby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.4%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	40	-	894	1940:1663	727+204	96.0 : 96.0%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	13	-	252	1717	267	94.4%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	63:18	-	903	1965:1828	541+386	97.4 : 97.4%
4/1		U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	873	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: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**12.6**	**23.5**	**0.0**	**36.1**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**12.6**	**23.5**	**0.0**	**36.1**	**-**	**-**	**-**	**-**
1/2+1/1	894	894	-	-	-	5.5	8.3	-	13.8	55.7	19.7	8.3	28.0
2/1	252	252	-	-	-	2.6	5.0	-	7.6	109.3	6.2	5.0	11.2
3/1+3/2	903	903	-	-	-	4.4	10.2	-	14.6	58.4	9.3	10.2	19.5
4/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	873	873	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

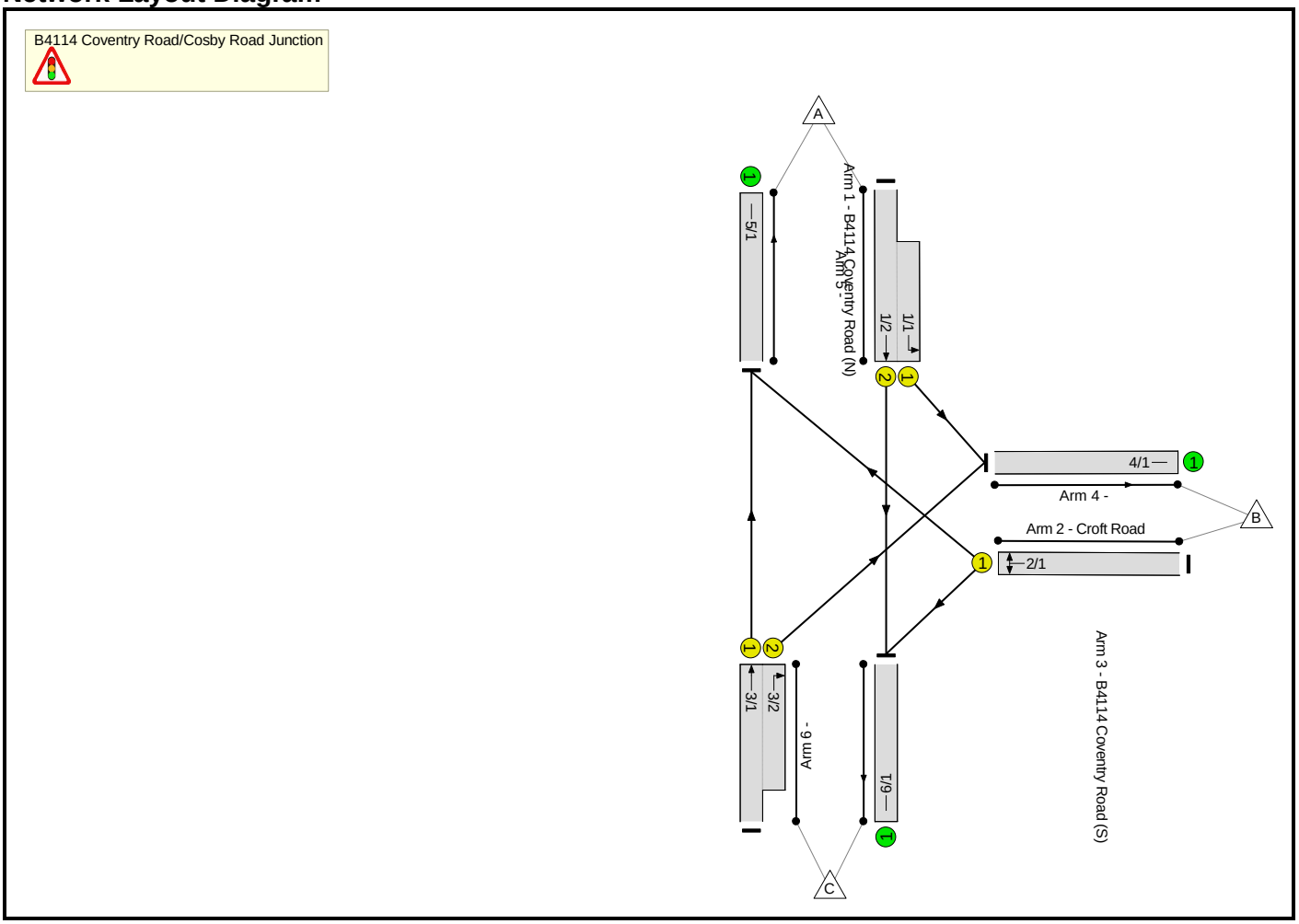
C1 PRC for Signalled Lanes (%): -8.3 Total Delay for Signalled Lanes (pcuHr): 36.11 Cycle Time (s): 90
PRC Over All Lanes (%): -8.3 Total Delay Over All Lanes(pcuHr): 36.11

Full Input Data And Results

User and Project Details

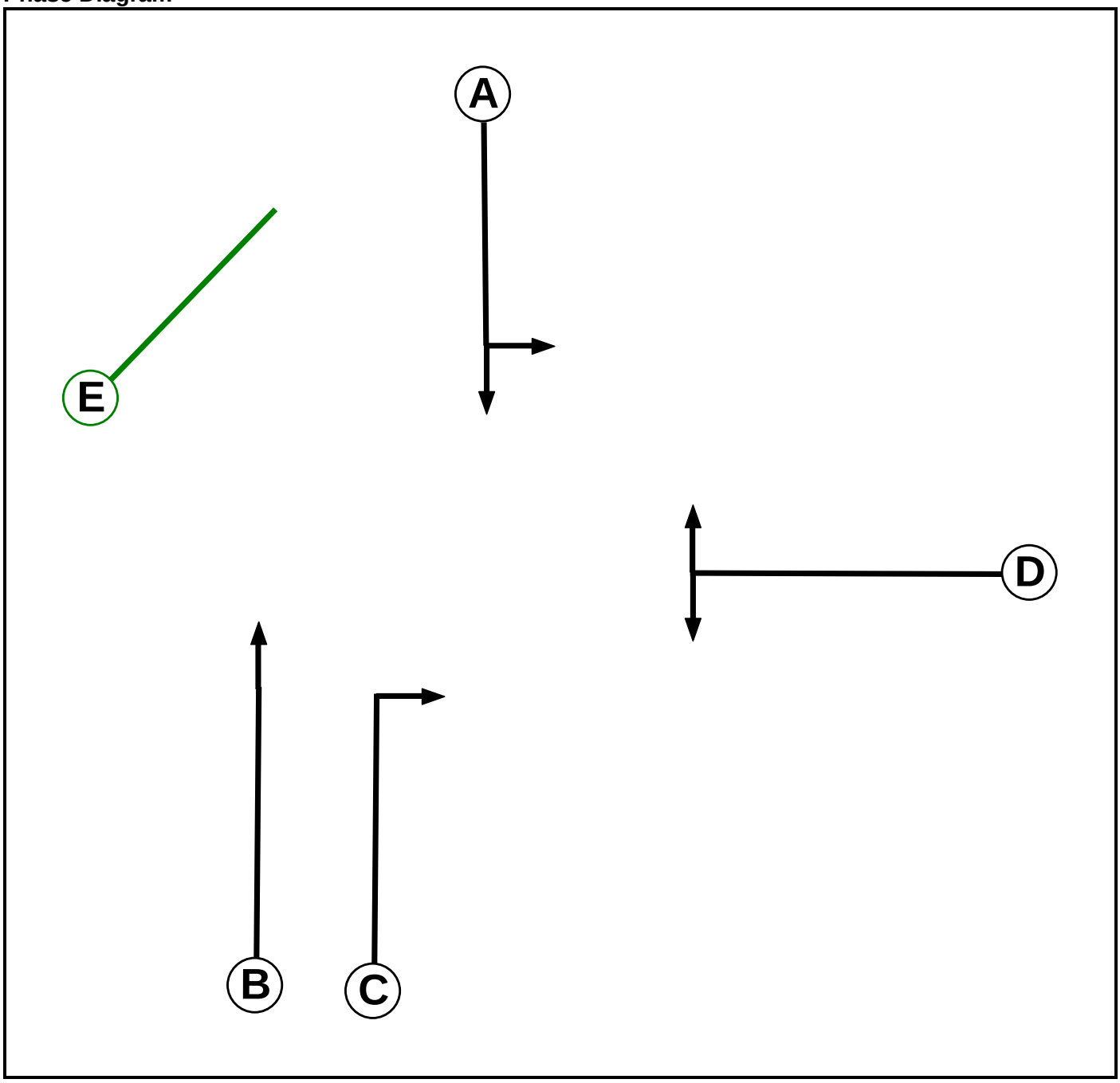
Project:	**Hinckley Rail Freight Interchange**
Title:	**B4114 Coventry Road/Croft Road Junction**
Location:	
Additional detail:	Information taken from Signals Data/Drawing supplied by LCC
File name:	220611 B4114 Coventry Road_Croft Road (Mitigated).lsg3x
Author:	AJ Oakes
Company:	BWB Consulting Ltd
Address:	Nottingham

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		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Dummy R/A		4	4

Full Input Data And Results

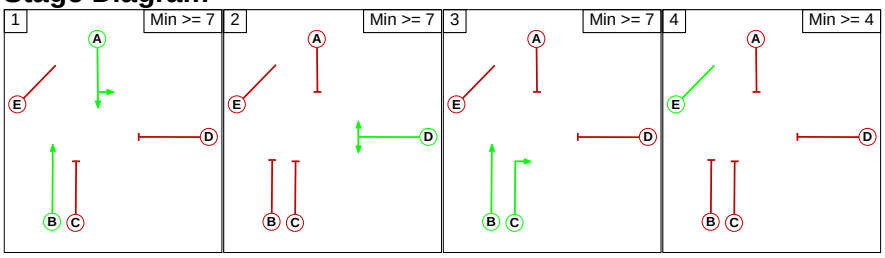
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

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

Full Input Data And Results

Give-Way Lane Input Data

Junction: B4114 Coventry Road/Cosby Road Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	U	A	2	3	8.0	Geom	-	3.50	0.00	Y	Arm 4 Left	12.00
1/2 (B4114 Coventry Road (N))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Ahead	Inf
2/1 (Croft Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Right	20.00
											Arm 6 Left	15.00
3/1 (B4114 Coventry Road (S))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
3/2 (B4114 Coventry Road (S))	U	C	2	3	12.0	Geom	-	3.65	0.00	Y	Arm 4 Right	20.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 Base AM'	08:00	09:00	01:00	
2: '2018 Base PM'	17:00	18:00	01:00	
3: '2026 WoD AM'	08:00	09:00	01:00	
4: '2026 WoD PM'	17:00	18:00	01:00	
5: '2026 WoDWS AM'	08:00	09:00	01:00	
6: '2026 WoDWS PM'	17:00	18:00	01:00	
7: '2026 WD AM'	08:00	09:00	01:00	
8: '2026 WD PM'	17:00	18:00	01:00	
9: '2036 WoD AM'	08:00	09:00	01:00	
10: '2036 WoD PM'	17:00	18:00	01:00	
11: '2036 WoDWS AM'	08:00	09:00	01:00	
12: '2036 WoDWS PM'	17:00	18:00	01:00	
13: '2036 WD AM'	08:00	09:00	01:00	
14: '2036 WD PM'	17:00	18:00	01:00	

Scenario 1: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	111	444	555
	B	186	0	207	393
	C	748	235	0	983
	Tot.	934	346	651	1931

Traffic Lane Flows

Lane	Scenario 1: 2026 WoDWS AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	111
1/2 (with short)	555(In) 444(Out)
2/1	393
3/1 (with short)	983(In) 748(Out)
3/2 (short)	235
4/1	346
5/1	934
6/1	651

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.50	0.00	Y	Arm 5 Right	20.00	47.3 %	1806	1806
				Arm 6 Left	15.00	52.7 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.65	0.00	Y	Arm 4 Right	20.00	100.0 %	1842	1842
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	188	694	882
	B	91	0	169	260
	C	568	333	0	901
	Tot.	659	521	863	2043

Traffic Lane Flows

Lane	Scenario 2: 2026 WoDWS PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	188
1/2 (with short)	882(In) 694(Out)
2/1	260
3/1 (with short)	901(In) 568(Out)
3/2 (short)	333
4/1	521
5/1	659
6/1	863

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.50	0.00	Y	Arm 5 Right	20.00	35.0 %	1801	1801
				Arm 6 Left	15.00	65.0 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.65	0.00	Y	Arm 4 Right	20.00	100.0 %	1842	1842
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	113	460	573
	B	180	0	208	388
	C	768	248	0	1016
	Tot.	948	361	668	1977

Traffic Lane Flows

Lane	Scenario 3: 2026 WD AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	113
1/2 (with short)	573(In) 460(Out)
2/1	388
3/1 (with short)	1016(In) 768(Out)
3/2 (short)	248
4/1	361
5/1	948
6/1	668

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.50	0.00	Y	Arm 5 Right	20.00	46.4 %	1805	1805
				Arm 6 Left	15.00	53.6 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.65	0.00	Y	Arm 4 Right	20.00	100.0 %	1842	1842
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	203	679	882
	B	95	0	177	272
	C	547	347	0	894
	Tot.	642	550	856	2048

Traffic Lane Flows

Lane	Scenario 4: 2026 WD PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	203
1/2 (with short)	882(In) 679(Out)
2/1	272
3/1 (with short)	894(In) 547(Out)
3/2 (short)	347
4/1	550
5/1	642
6/1	856

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.50	0.00	Y	Arm 5 Right	20.00	34.9 %	1801	1801
				Arm 6 Left	15.00	65.1 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.65	0.00	Y	Arm 4 Right	20.00	100.0 %	1842	1842
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	172	450	622
	B	218	0	186	404
	C	756	275	0	1031
	Tot.	974	447	636	2057

Traffic Lane Flows

Lane	Scenario 5: 2036 WoDWS AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	172
1/2 (with short)	622(In) 450(Out)
2/1	404
3/1 (with short)	1031(In) 756(Out)
3/2 (short)	275
4/1	447
5/1	974
6/1	636

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.50	0.00	Y	Arm 5 Right	20.00	54.0 %	1809	1809
				Arm 6 Left	15.00	46.0 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.65	0.00	Y	Arm 4 Right	20.00	100.0 %	1842	1842
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	170	703	873
	B	69	0	165	234
	C	564	371	0	935
	Tot.	633	541	868	2042

Traffic Lane Flows

Lane	Scenario 6: 2036 WoDWS PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	170
1/2 (with short)	873(In) 703(Out)
2/1	234
3/1 (with short)	935(In) 564(Out)
3/2 (short)	371
4/1	541
5/1	633
6/1	868

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.50	0.00	Y	Arm 5 Right	20.00	29.5 %	1798	1798
				Arm 6 Left	15.00	70.5 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.65	0.00	Y	Arm 4 Right	20.00	100.0 %	1842	1842
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	171	465	636
	B	215	0	189	404
	C	765	277	0	1042
	Tot.	980	448	654	2082

Traffic Lane Flows

Lane	Scenario 7: 2036 WD AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	171
1/2 (with short)	636(In) 465(Out)
2/1	404
3/1 (with short)	1042(In) 765(Out)
3/2 (short)	277
4/1	448
5/1	980
6/1	654

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.50	0.00	Y	Arm 5 Right	20.00	53.2 %	1808	1808
				Arm 6 Left	15.00	46.8 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.65	0.00	Y	Arm 4 Right	20.00	100.0 %	1842	1842
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	196	698	894
	B	77	0	175	252
	C	527	376	0	903
	Tot.	604	572	873	2049

Traffic Lane Flows

Lane	Scenario 8: 2036 WD PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	196
1/2 (with short)	894(In) 698(Out)
2/1	252
3/1 (with short)	903(In) 527(Out)
3/2 (short)	376
4/1	572
5/1	604
6/1	873

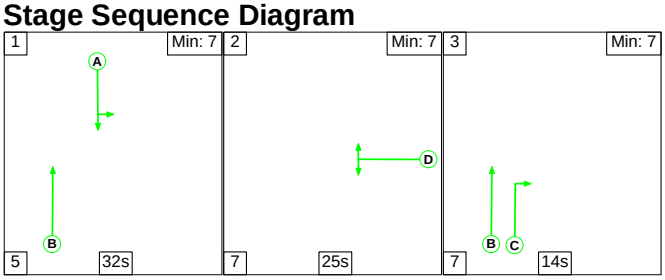
Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.50	0.00	Y	Arm 5 Right	20.00	30.6 %	1799	1799
				Arm 6 Left	15.00	69.4 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.65	0.00	Y	Arm 4 Right	20.00	100.0 %	1842	1842
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

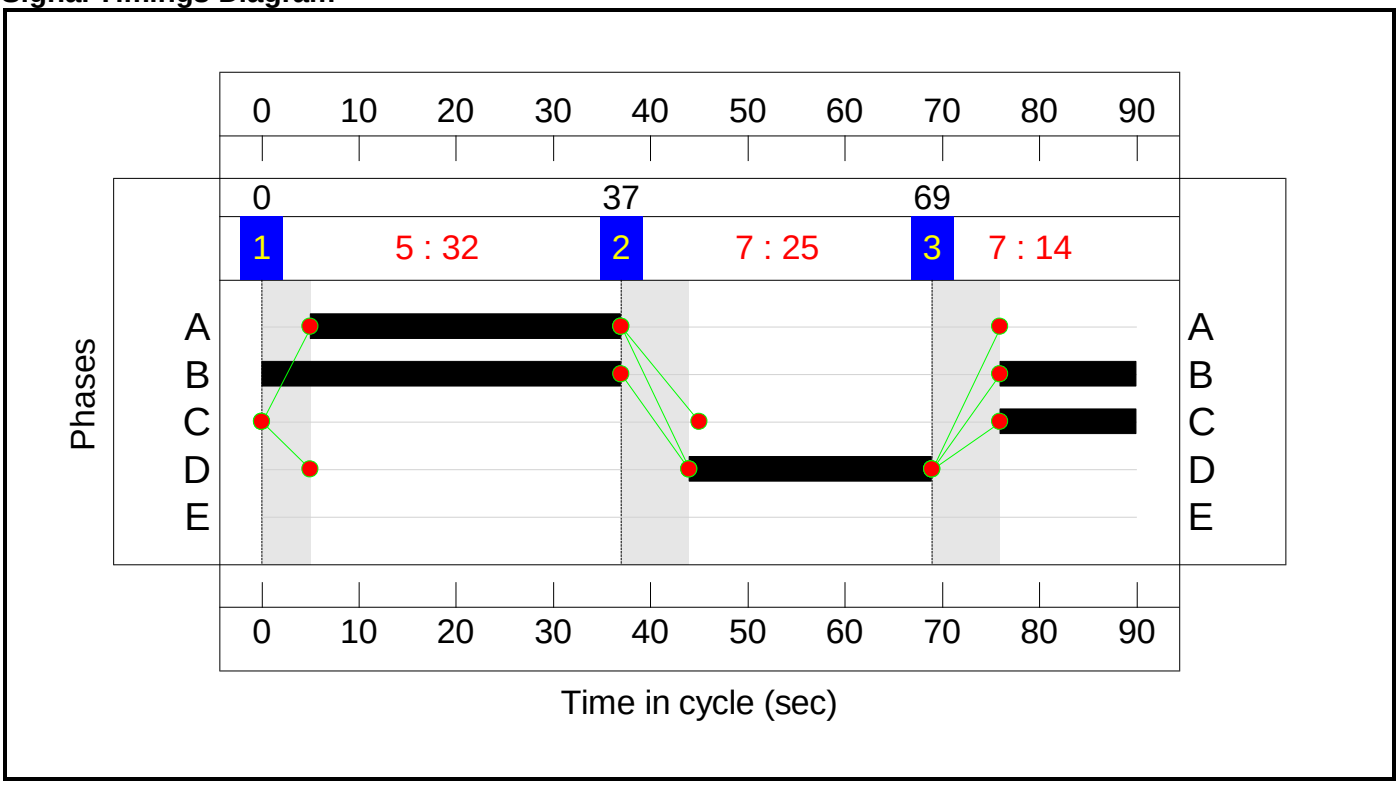


Stage Timings

Stage	1	2	3
Duration	32	25	14
Change Point	0	37	69

Full Input Data And Results

Signal Timings Diagram

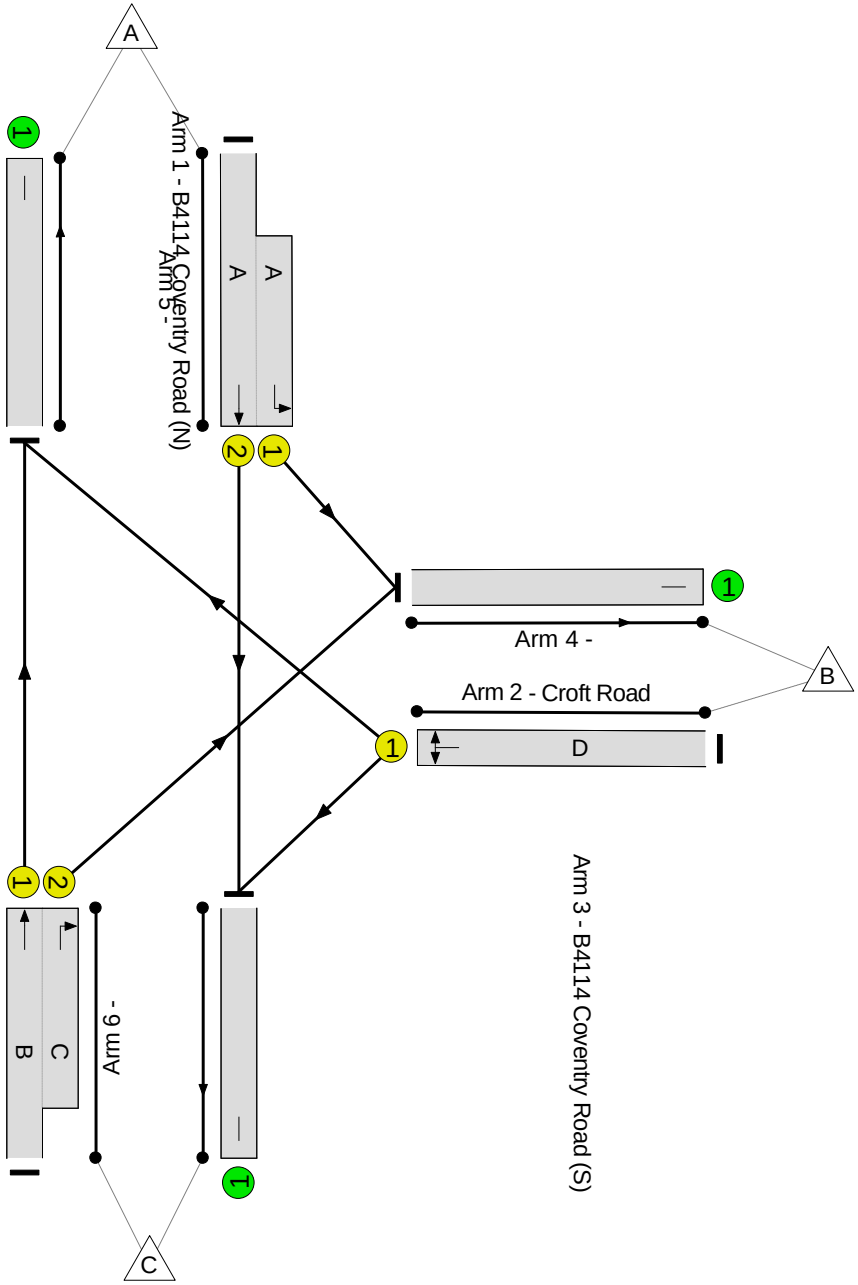


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: 16.8 %
Total Traffic Delay: 16.1 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.1%**
B4114 Coventry Road/Cosby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.1%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	32	-	555	1940:1747	624+156	71.2 : 71.2%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	25	-	393	1806	522	75.3%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	51:14	-	983	1965:1842	971+305	77.1 : 77.1%
4/1		U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	934	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%

Full Input Data And Results

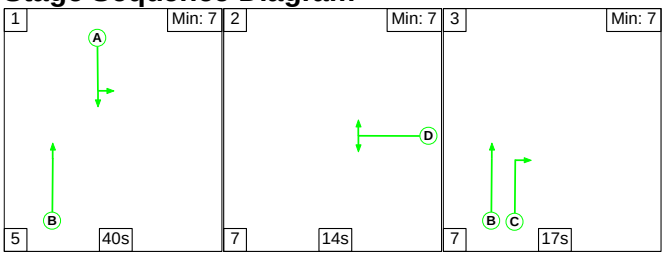
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**11.7**	**4.4**	**0.0**	**16.1**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**11.7**	**4.4**	**0.0**	**16.1**	**-**	**-**	**-**	**-**
1/2+1/1	555	555	-	-	-	3.5	1.2	-	4.7	30.6	9.5	1.2	10.8
2/1	393	393	-	-	-	3.2	1.5	-	4.7	42.8	8.8	1.5	10.3
3/1+3/2	983	983	-	-	-	5.0	1.7	-	6.7	24.5	13.4	1.7	15.0
4/1	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 16.8 Total Delay for Signalled Lanes (pcuHr): 16.08 Cycle Time (s): 90
PRC Over All Lanes (%): 16.8 Total Delay Over All Lanes(pcuHr): 16.08

Full Input Data And Results

Scenario 2: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

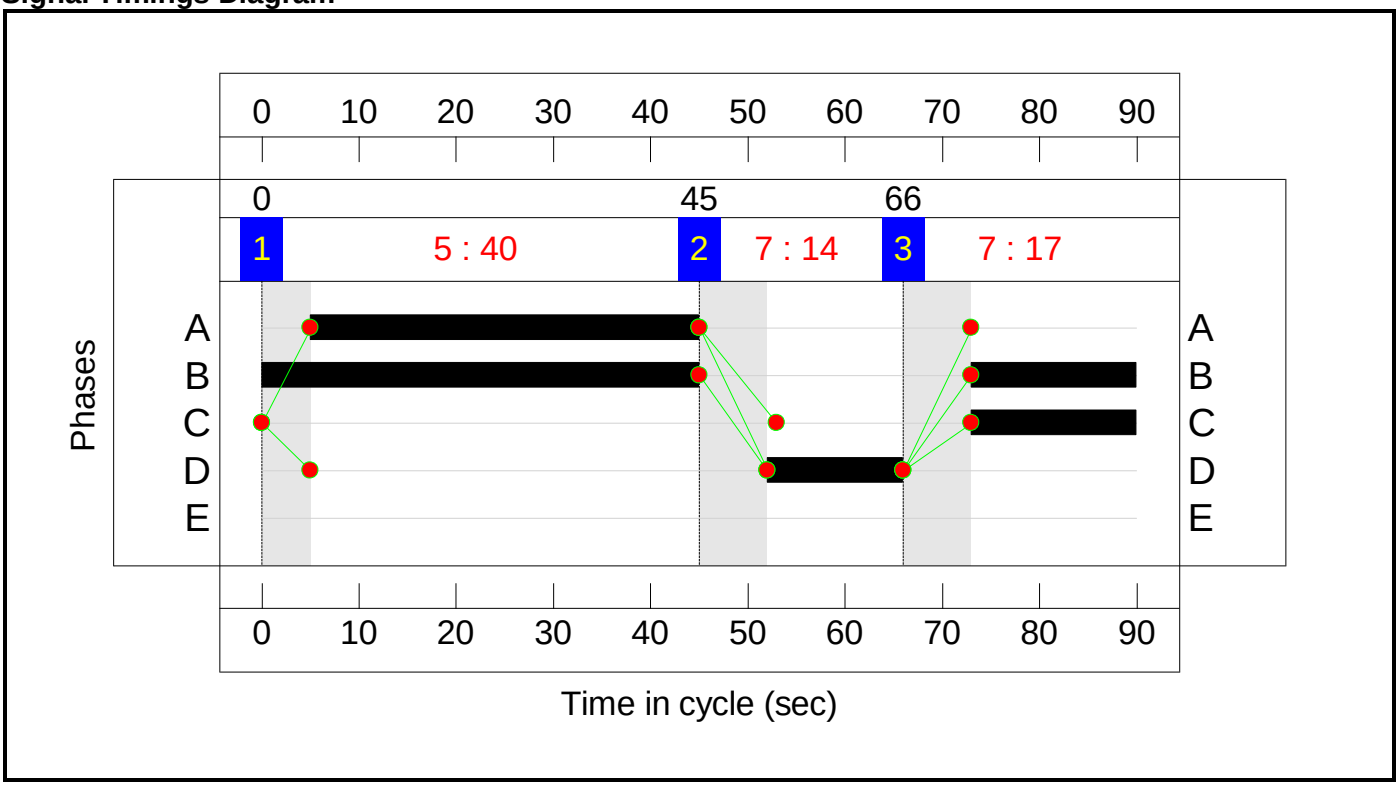
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	40	14	17
Change Point	0	45	66

Signal Timings Diagram

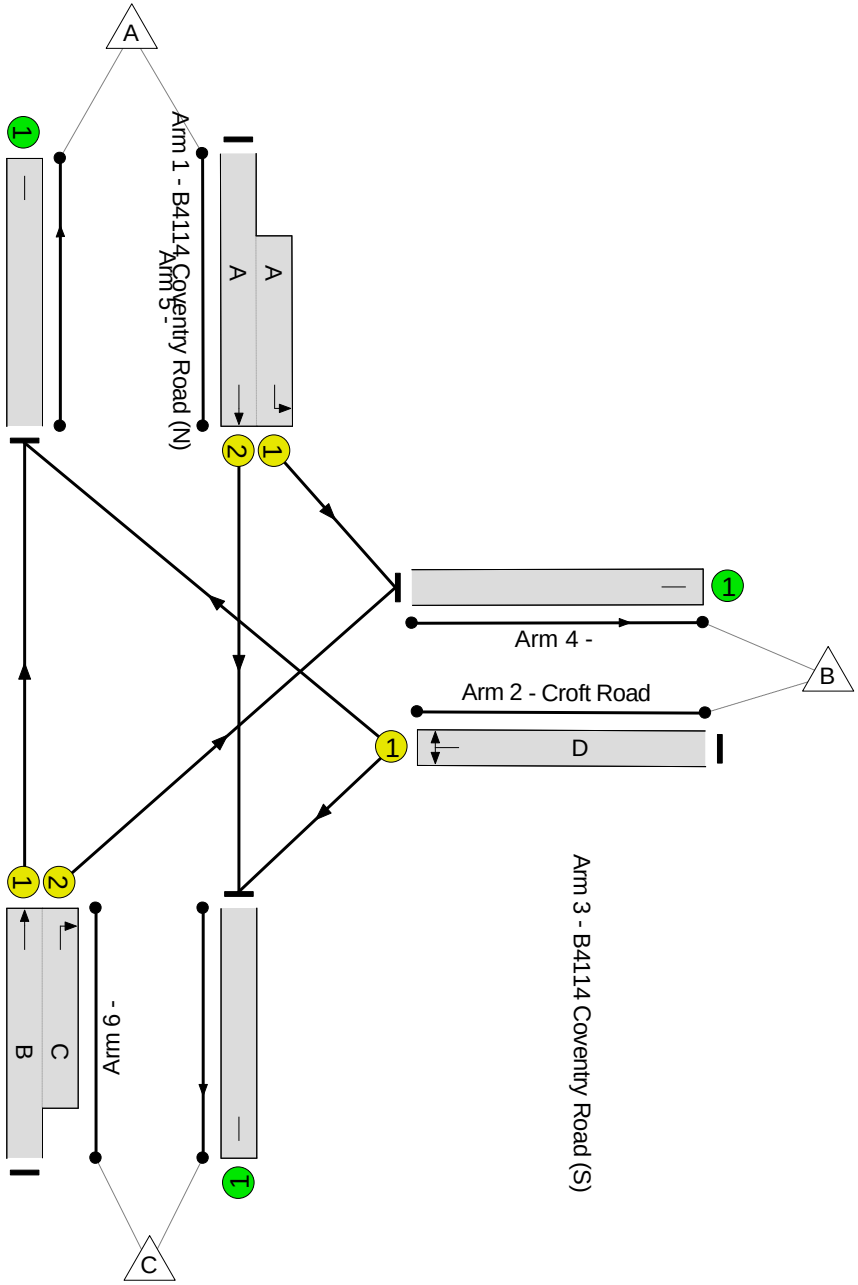


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: -2.7 %
Total Traffic Delay: 24.5 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.4%**
B4114 Coventry Road/Cosby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.4%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	40	-	882	1940:1747	751+203	92.4 : 92.4%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	14	-	260	1801	300	86.6%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	62:17	-	901	1965:1842	628+368	90.4 : 90.4%
4/1		U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%

Full Input Data And Results

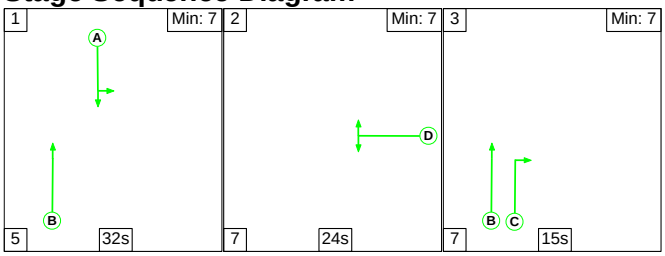
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**12.0**	**12.5**	**0.0**	**24.5**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**12.0**	**12.5**	**0.0**	**24.5**	**-**	**-**	**-**	**-**
1/2+1/1	882	882	-	-	-	5.2	5.3	-	10.5	43.0	18.2	5.3	23.5
2/1	260	260	-	-	-	2.6	2.8	-	5.5	75.8	6.3	2.8	9.1
3/1+3/2	901	901	-	-	-	4.2	4.3	-	8.5	33.8	8.0	4.3	12.4
4/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	863	863	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -2.7 Total Delay for Signalled Lanes (pcuHr): 24.46 Cycle Time (s): 90
PRC Over All Lanes (%): -2.7 Total Delay Over All Lanes(pcuHr): 24.46

Full Input Data And Results

Scenario 3: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

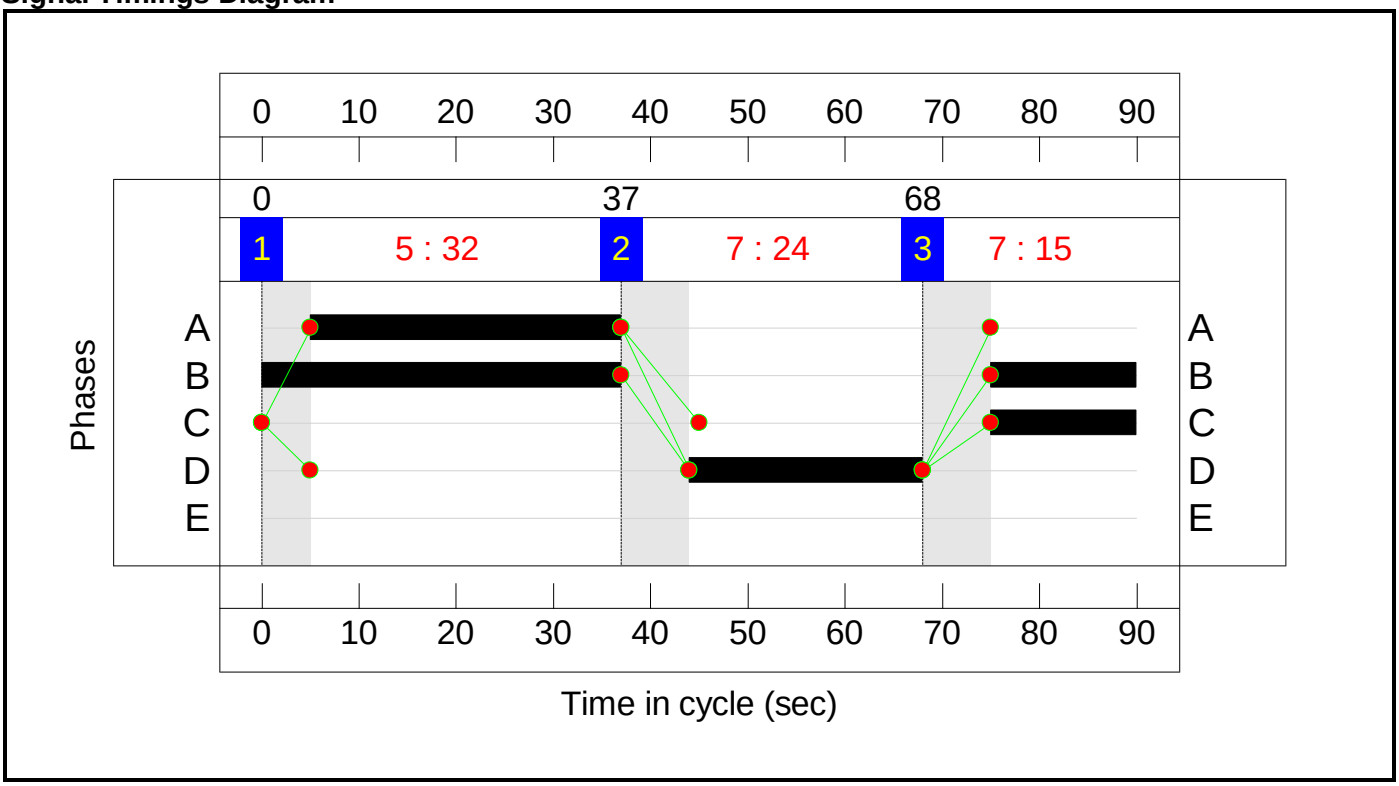
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	32	24	15
Change Point	0	37	68

Signal Timings Diagram



Full Input Data And Results

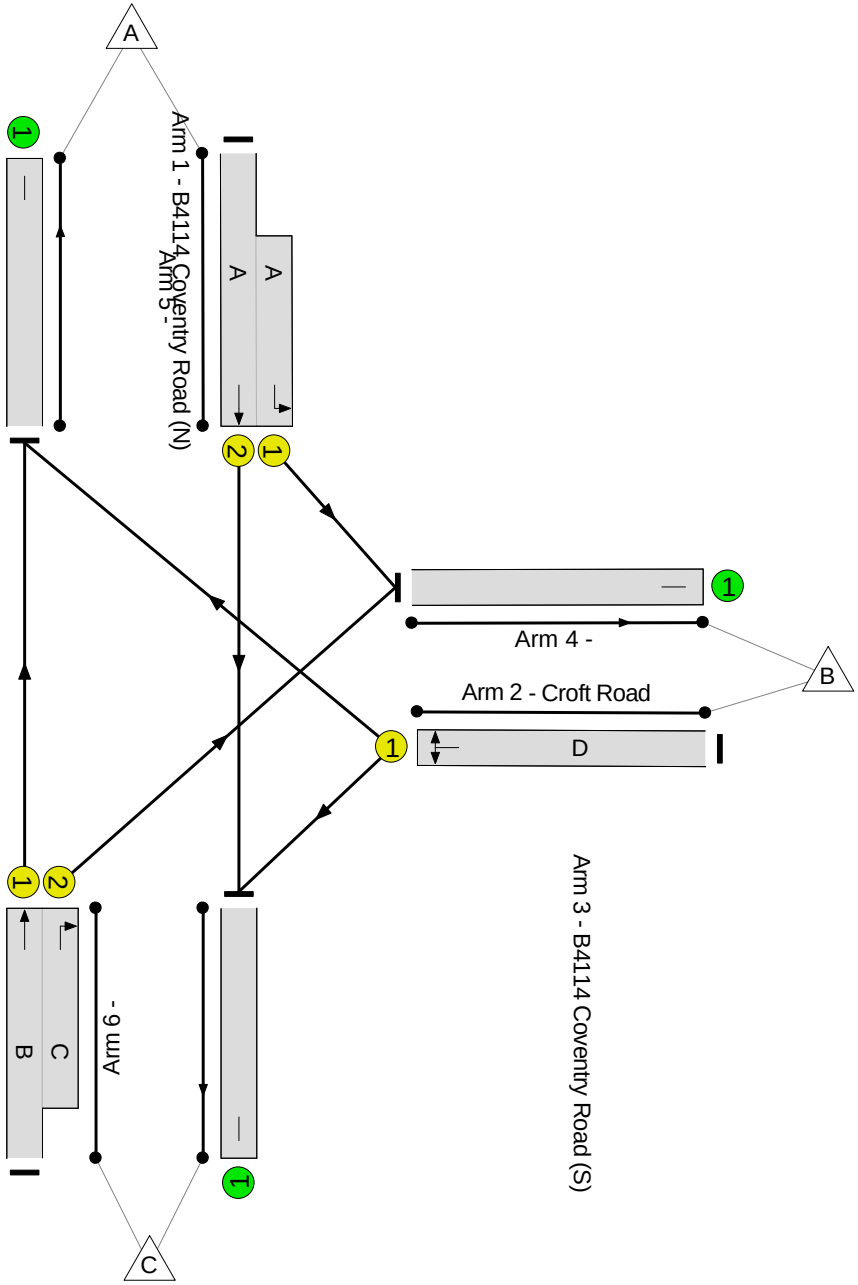
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction

PRC: 15.2 %

Total Traffic Delay: 16.8 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.1%**
B4114 Coventry Road/Cosby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.1%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	32	-	573	1940:1747	625+153	73.6 : 73.6%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	24	-	388	1805	501	77.4%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	52:15	-	1016	1965:1842	983+318	78.1 : 78.1%
4/1		U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	948	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%

Full Input Data And Results

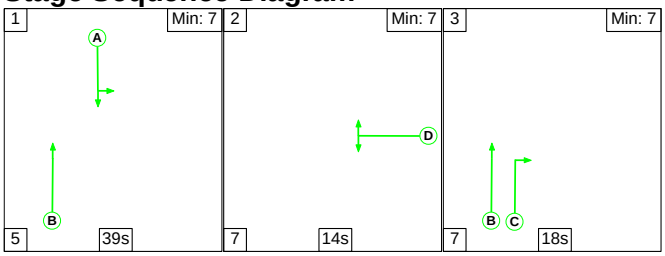
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**12.0**	**4.8**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**12.0**	**4.8**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
1/2+1/1	573	573	-	-	-	3.7	1.4	-	5.0	31.7	10.1	1.4	11.5
2/1	388	388	-	-	-	3.2	1.7	-	4.9	45.3	8.8	1.7	10.5
3/1+3/2	1016	1016	-	-	-	5.1	1.8	-	6.9	24.3	13.7	1.8	15.5
4/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	948	948	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 15.2 Total Delay for Signalled Lanes (pcuHr): 16.78 Cycle Time (s): 90
PRC Over All Lanes (%): 15.2 Total Delay Over All Lanes(pcuHr): 16.78

Full Input Data And Results

Scenario 4: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

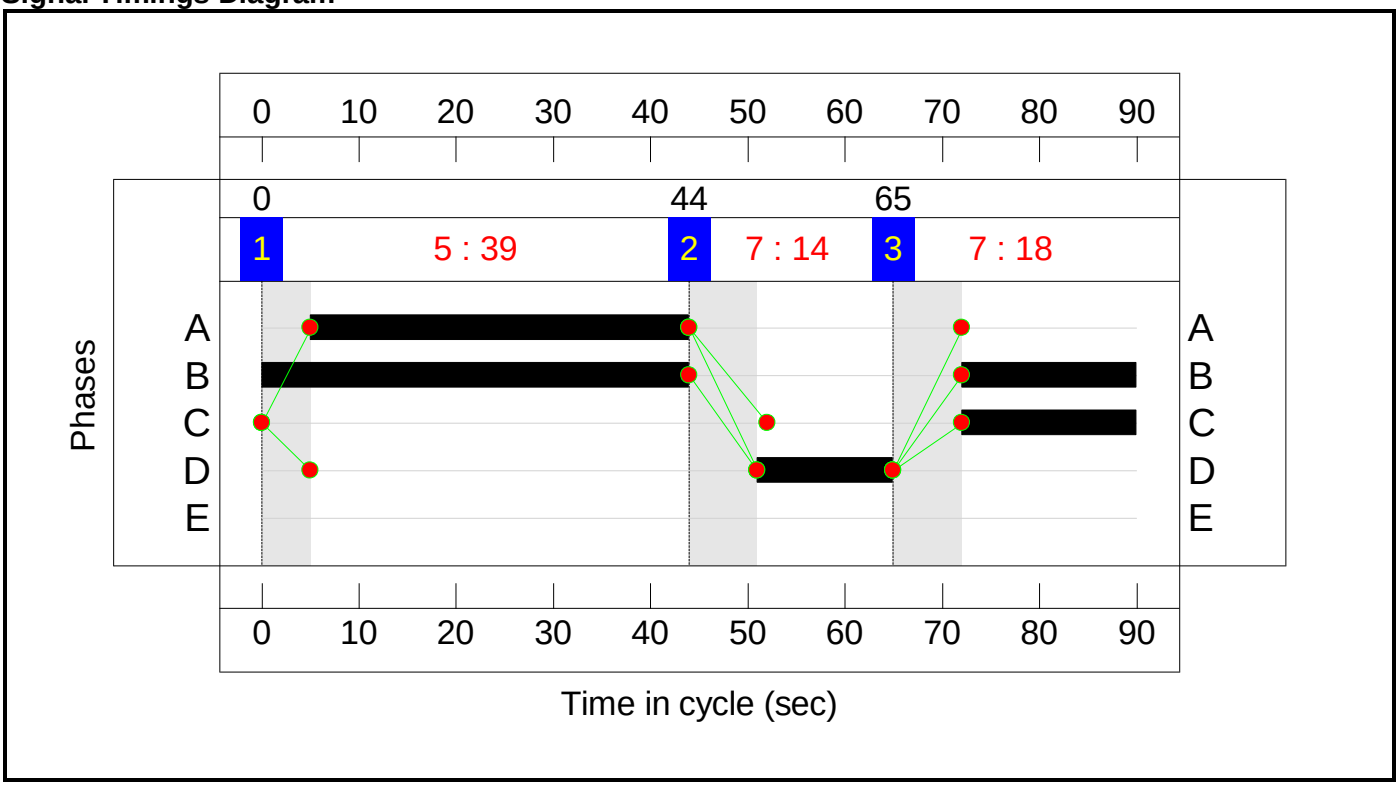
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	39	14	18
Change Point	0	44	65

Signal Timings Diagram



Full Input Data And Results

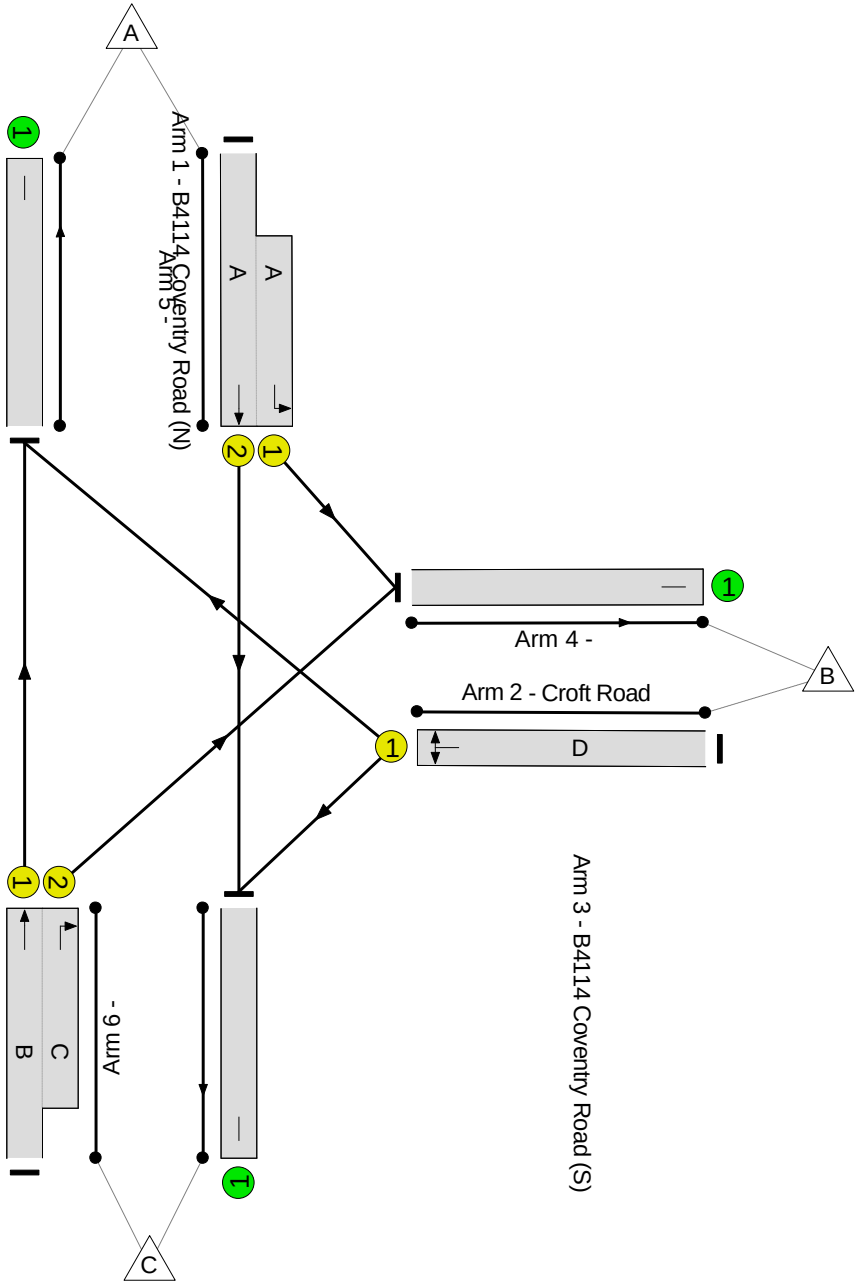
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction

PRC: -4.1 %

Total Traffic Delay: 26.2 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.7%**
B4114 Coventry Road/Cosby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.7%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	39	-	882	1940:1747	725+217	93.7 : 93.7%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	14	-	272	1801	300	90.6%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	62:18	-	894	1965:1842	613+389	89.2 : 89.2%
4/1		U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%

Full Input Data And Results

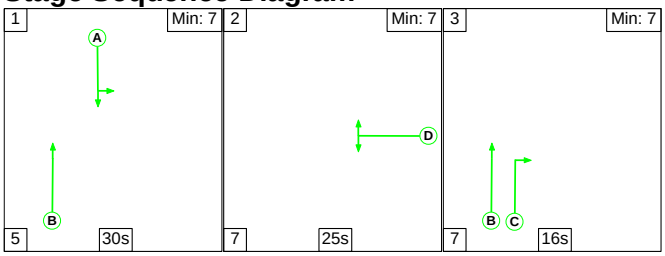
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**12.3**	**13.8**	**0.0**	**26.2**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**12.3**	**13.8**	**0.0**	**26.2**	**-**	**-**	**-**	**-**
1/2+1/1	882	882	-	-	-	5.4	6.2	-	11.5	47.0	18.2	6.2	24.4
2/1	272	272	-	-	-	2.8	3.8	-	6.6	87.1	6.6	3.8	10.5
3/1+3/2	894	894	-	-	-	4.2	3.9	-	8.0	32.4	8.4	3.9	12.3
4/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	856	856	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -4.1 Total Delay for Signalled Lanes (pcuHr): 26.15 Cycle Time (s): 90
PRC Over All Lanes (%): -4.1 Total Delay Over All Lanes(pcuHr): 26.15

Full Input Data And Results

Scenario 5: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

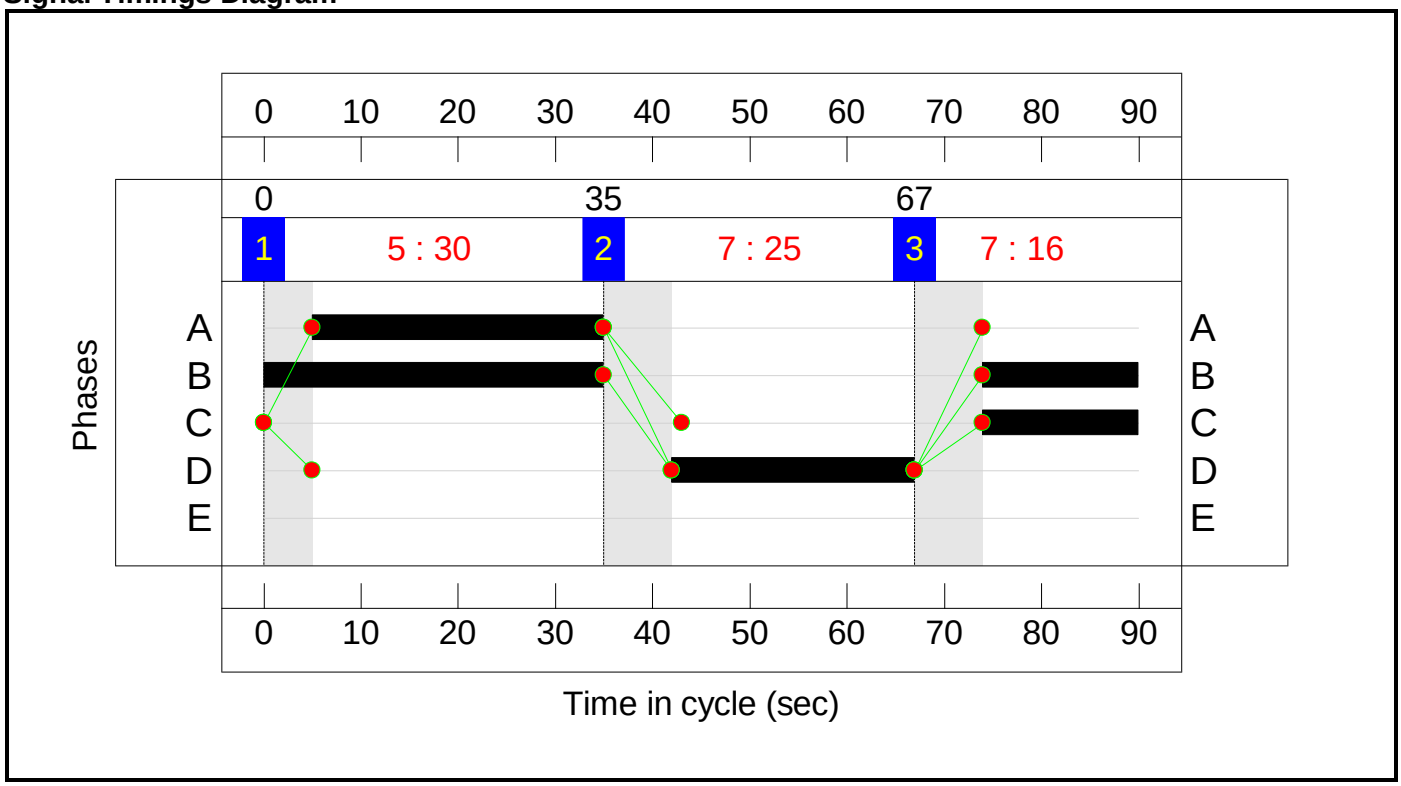
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	30	25	16
Change Point	0	35	67

Signal Timings Diagram

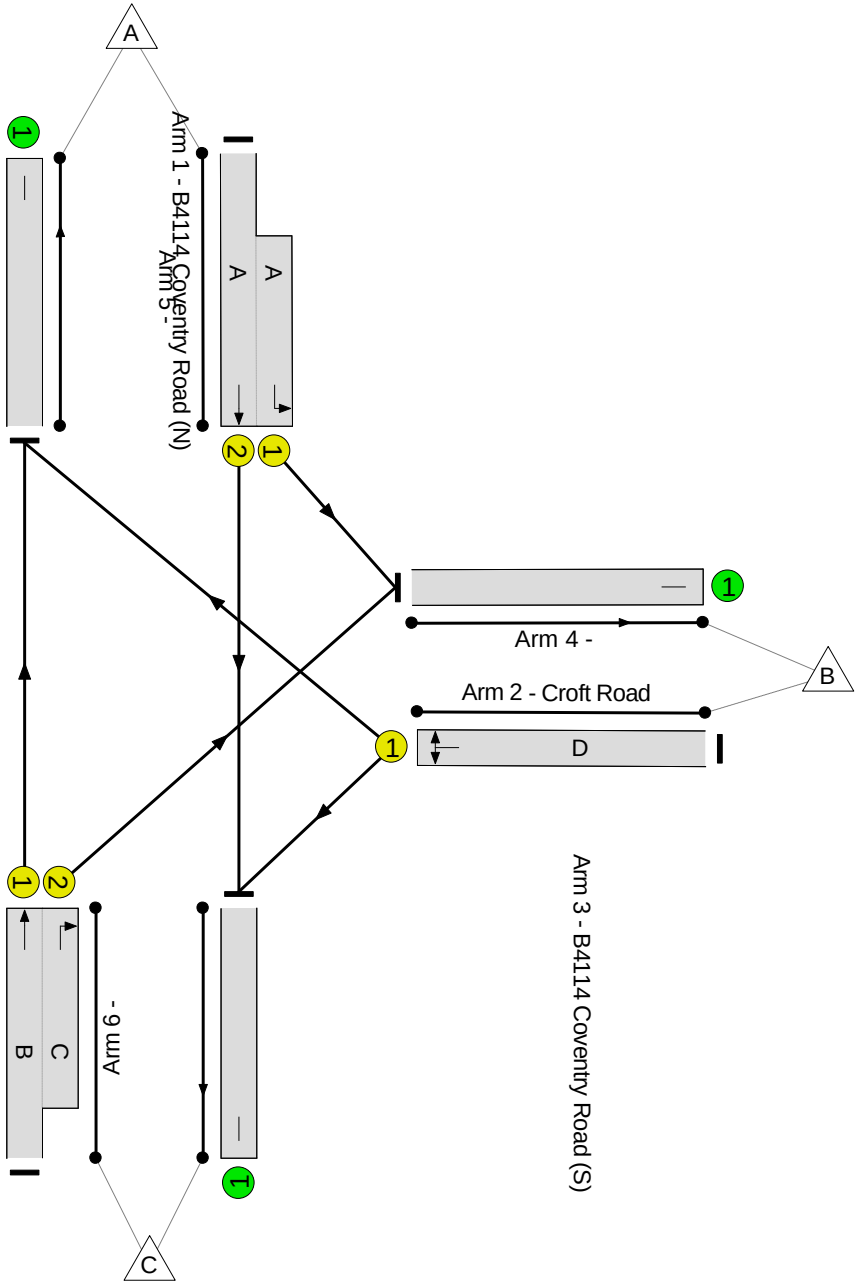


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: 12.4 %
Total Traffic Delay: 18.4 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.1%**
B4114 Coventry Road/Cosby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.1%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	30	-	622	1940:1747	562+215	80.1 : 80.1%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	25	-	404	1809	523	77.3%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	51:16	-	1031	1965:1842	952+346	79.4 : 79.4%
4/1		U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	636	Inf	Inf	0.0%

Full Input Data And Results

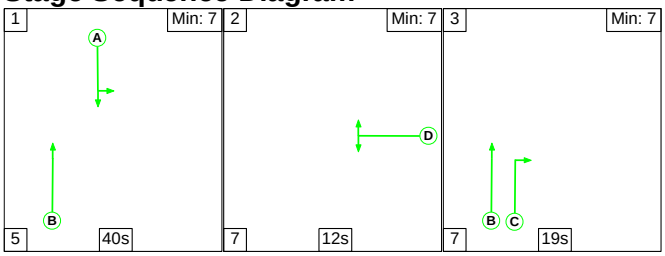
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**12.9**	**5.5**	**0.0**	**18.4**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**12.9**	**5.5**	**0.0**	**18.4**	**-**	**-**	**-**	**-**
1/2+1/1	622	622	-	-	-	4.2	2.0	-	6.2	35.8	10.4	2.0	12.4
2/1	404	404	-	-	-	3.3	1.7	-	4.9	44.1	9.2	1.7	10.9
3/1+3/2	1031	1031	-	-	-	5.4	1.9	-	7.3	25.5	14.0	1.9	15.9
4/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 12.4 Total Delay for Signalled Lanes (pcuHr): 18.44 Cycle Time (s): 90
PRC Over All Lanes (%): 12.4 Total Delay Over All Lanes(pcuHr): 18.44

Full Input Data And Results

Scenario 6: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

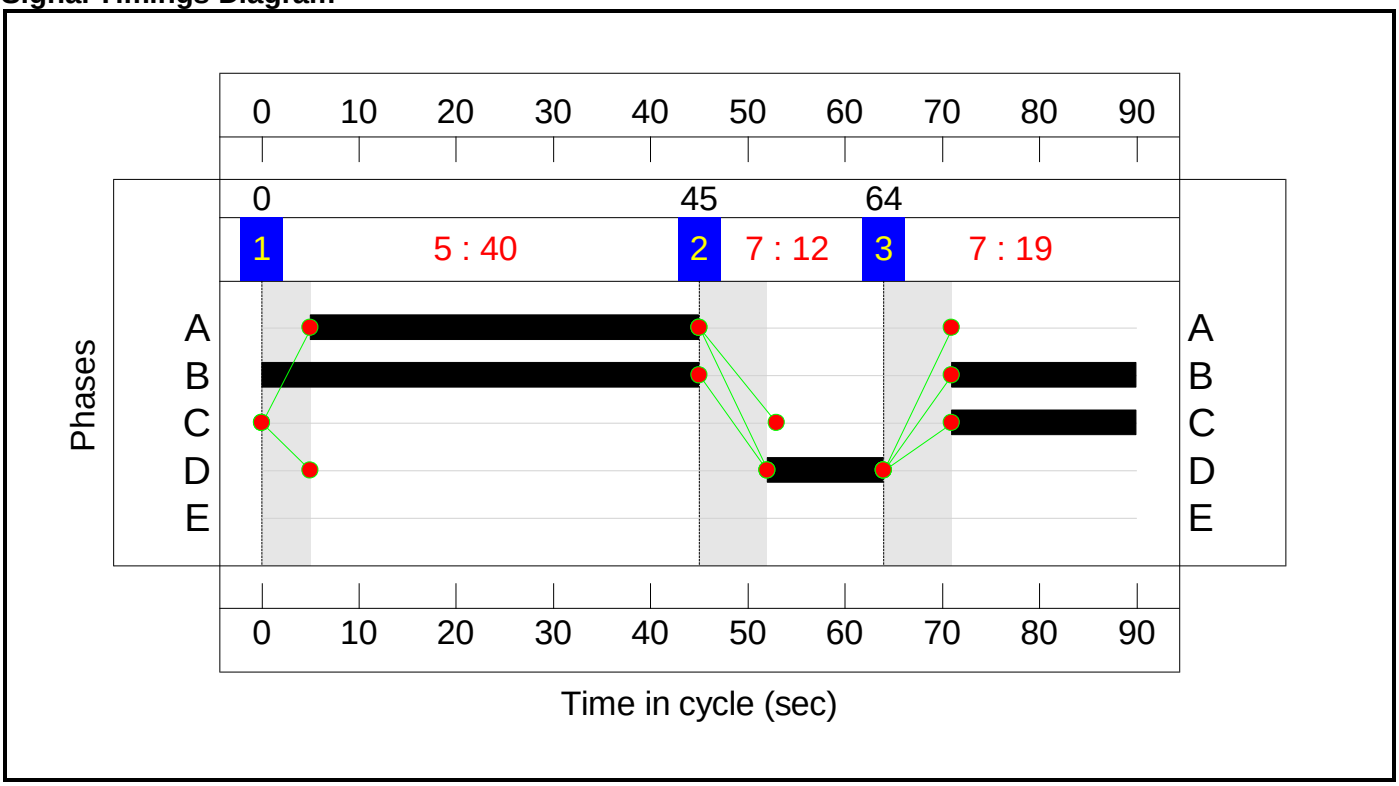
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	40	12	19
Change Point	0	45	64

Signal Timings Diagram

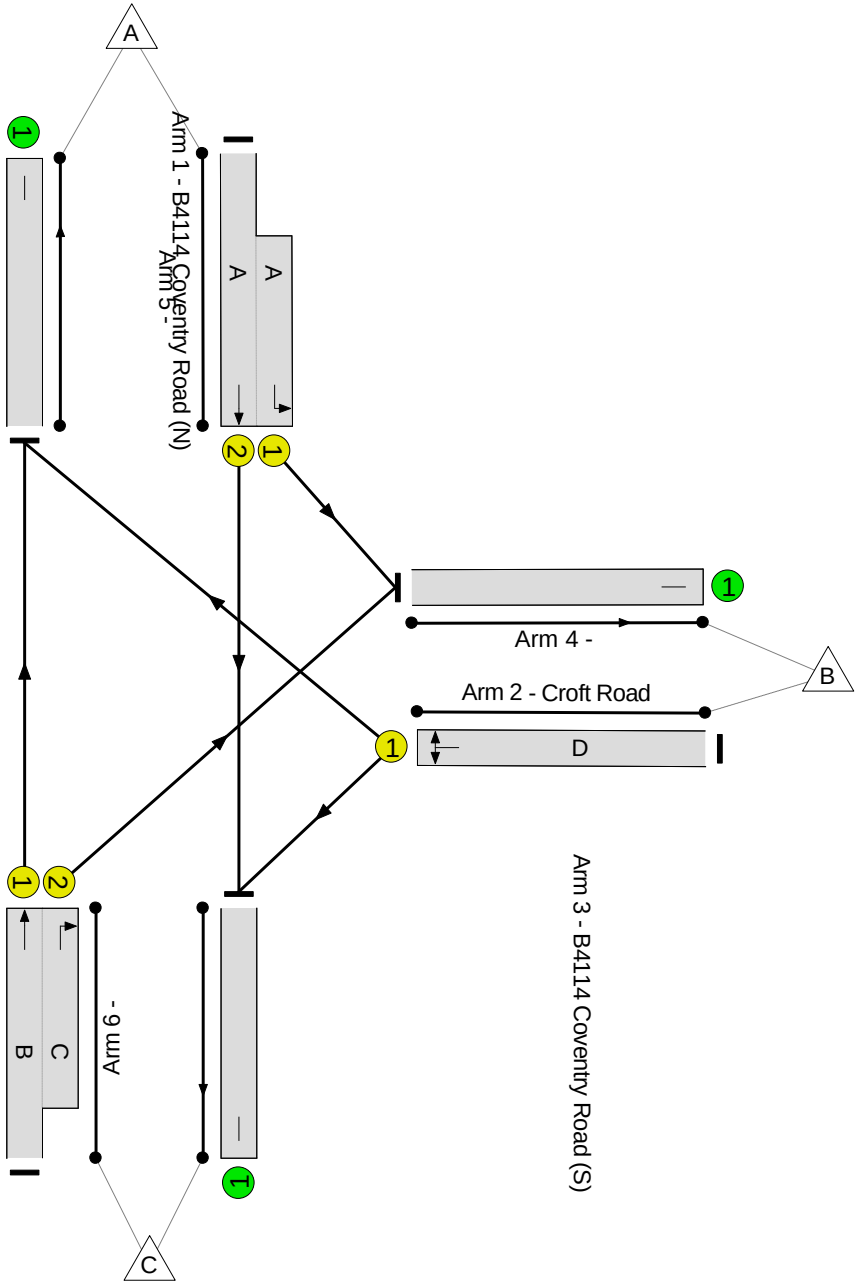


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: -2.5 %
Total Traffic Delay: 25.1 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.3%**
B4114 Coventry Road/Cosby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.3%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	40	-	873	1940:1747	762+184	92.3 : 92.3%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	12	-	234	1798	260	90.1%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	64:19	-	935	1965:1842	622+409	90.6 : 90.6%
4/1		U	N/A	N/A	-		-	-	-	541	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	868	Inf	Inf	0.0%

Full Input Data And Results

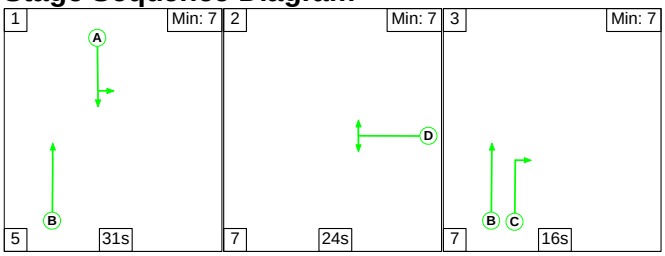
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**11.9**	**13.2**	**0.0**	**25.1**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**11.9**	**13.2**	**0.0**	**25.1**	**-**	**-**	**-**	**-**
1/2+1/1	873	873	-	-	-	5.2	5.2	-	10.4	42.9	18.2	5.2	23.4
2/1	234	234	-	-	-	2.5	3.6	-	6.0	92.7	5.7	3.6	9.3
3/1+3/2	935	935	-	-	-	4.3	4.4	-	8.7	33.5	9.0	4.4	13.4
4/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	868	868	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -2.5 Total Delay for Signalled Lanes (pcuHr): 25.14 Cycle Time (s): 90
PRC Over All Lanes (%): -2.5 Total Delay Over All Lanes(pcuHr): 25.14

Full Input Data And Results

Scenario 7: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

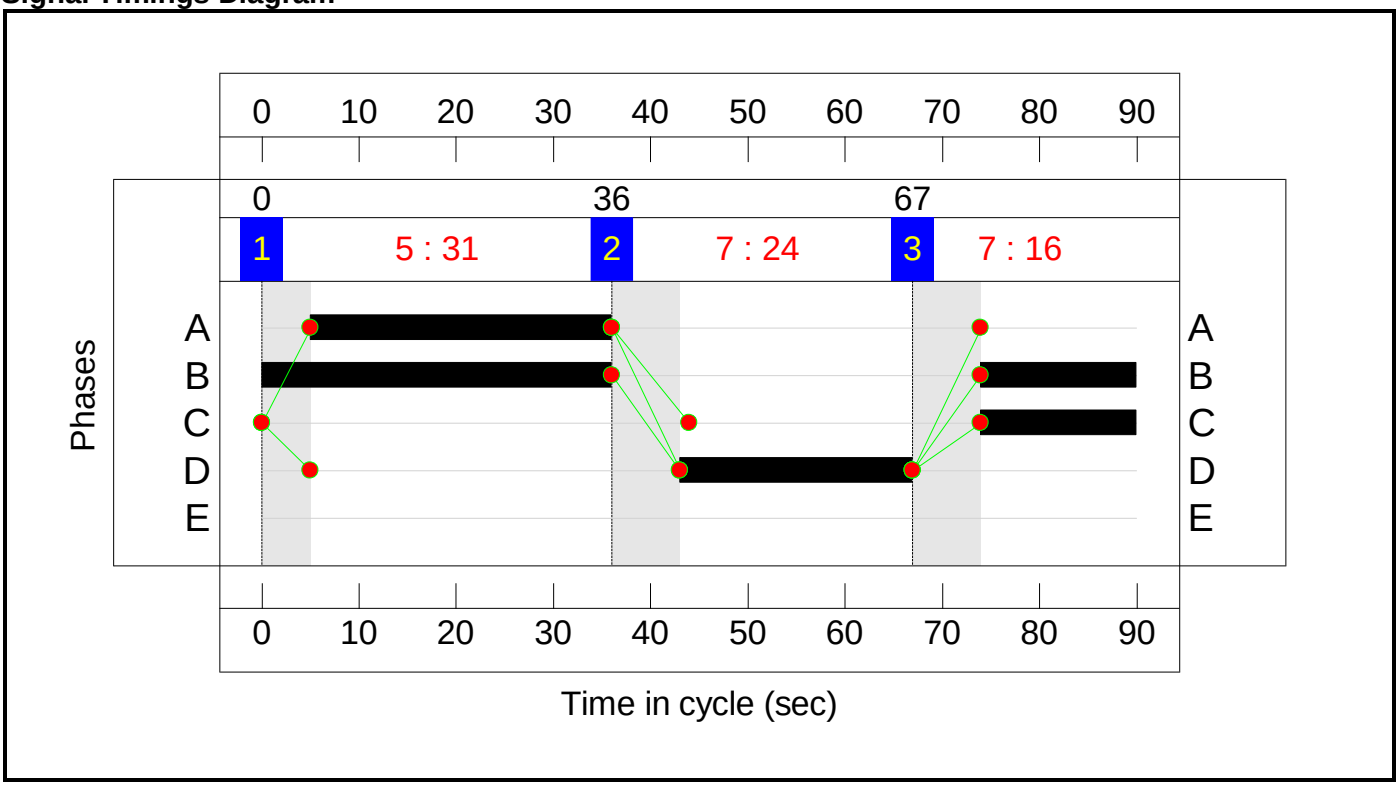
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	31	24	16
Change Point	0	36	67

Signal Timings Diagram

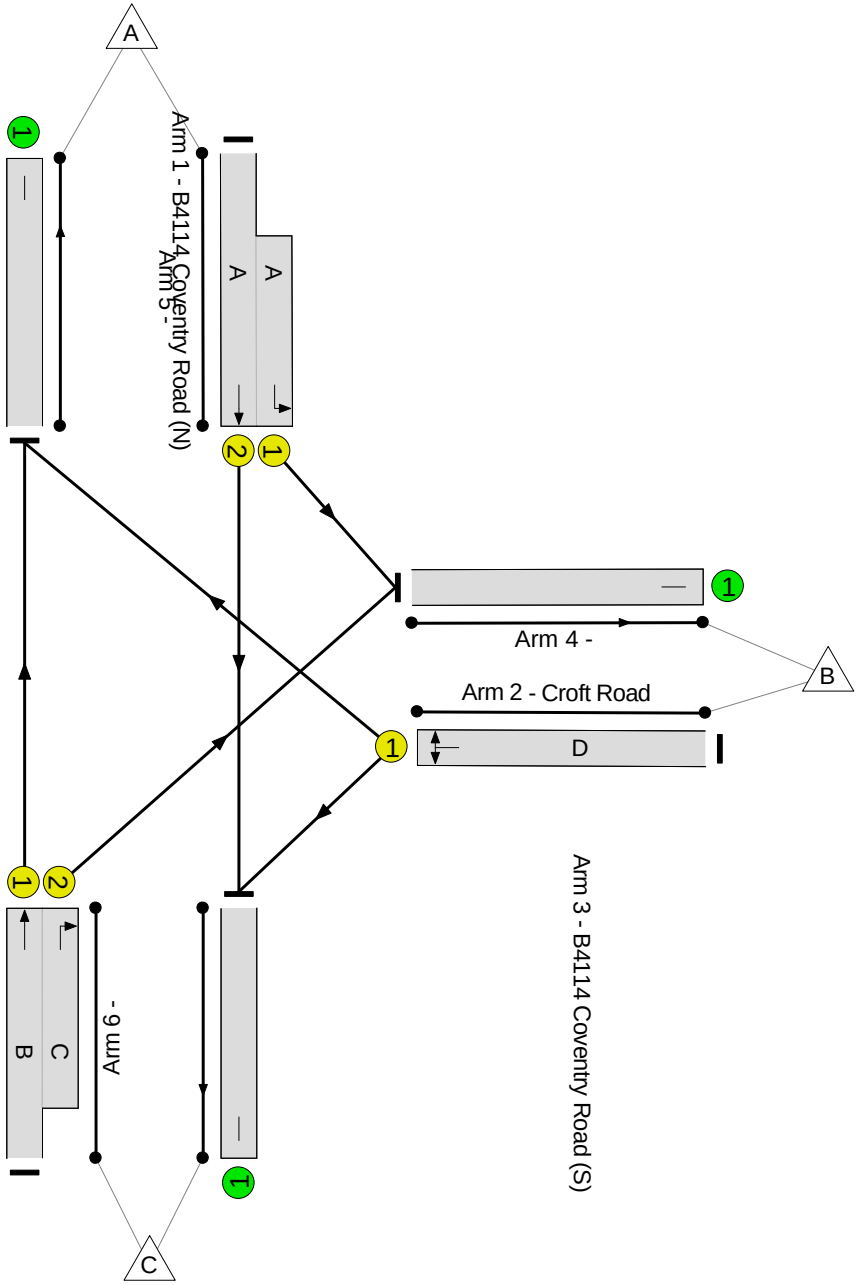


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: 11.9 %
Total Traffic Delay: 18.8 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.4%**
B4114 Coventry Road/Cosby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.4%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	31	-	636	1940:1747	580+213	80.1 : 80.1%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	24	-	404	1808	502	80.4%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	52:16	-	1042	1965:1842	968+348	79.0 : 79.6%
4/1		U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	980	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%

Full Input Data And Results

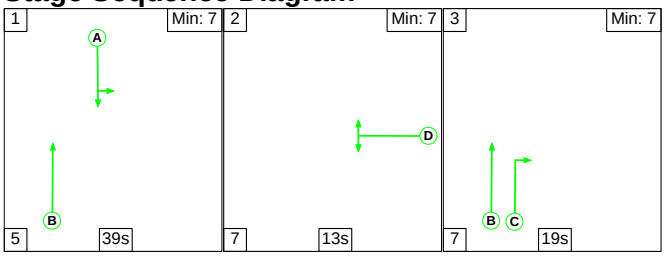
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**13.0**	**5.8**	**0.0**	**18.8**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**13.0**	**5.8**	**0.0**	**18.8**	**-**	**-**	**-**	**-**
1/2+1/1	636	636	-	-	-	4.2	2.0	-	6.2	35.1	10.8	2.0	12.8
2/1	404	404	-	-	-	3.4	2.0	-	5.4	47.8	9.3	2.0	11.3
3/1+3/2	1042	1042	-	-	-	5.3	1.9	-	7.2	24.9	13.4	1.9	15.3
4/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	980	980	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 11.9 Total Delay for Signalled Lanes (pcuHr): 18.77 Cycle Time (s): 90
PRC Over All Lanes (%): 11.9 Total Delay Over All Lanes(pcuHr): 18.77

Full Input Data And Results

Scenario 8: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

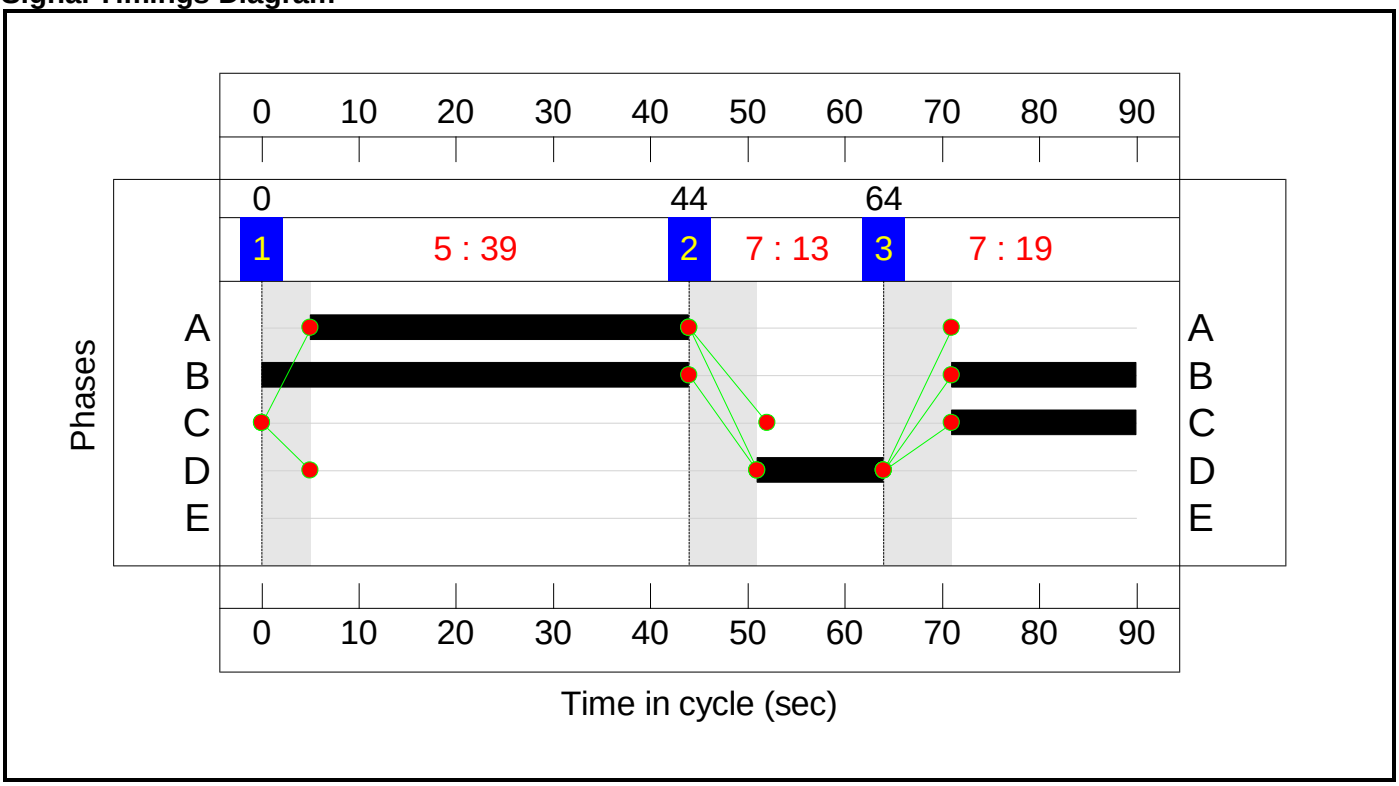
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	39	13	19
Change Point	0	44	64

Signal Timings Diagram

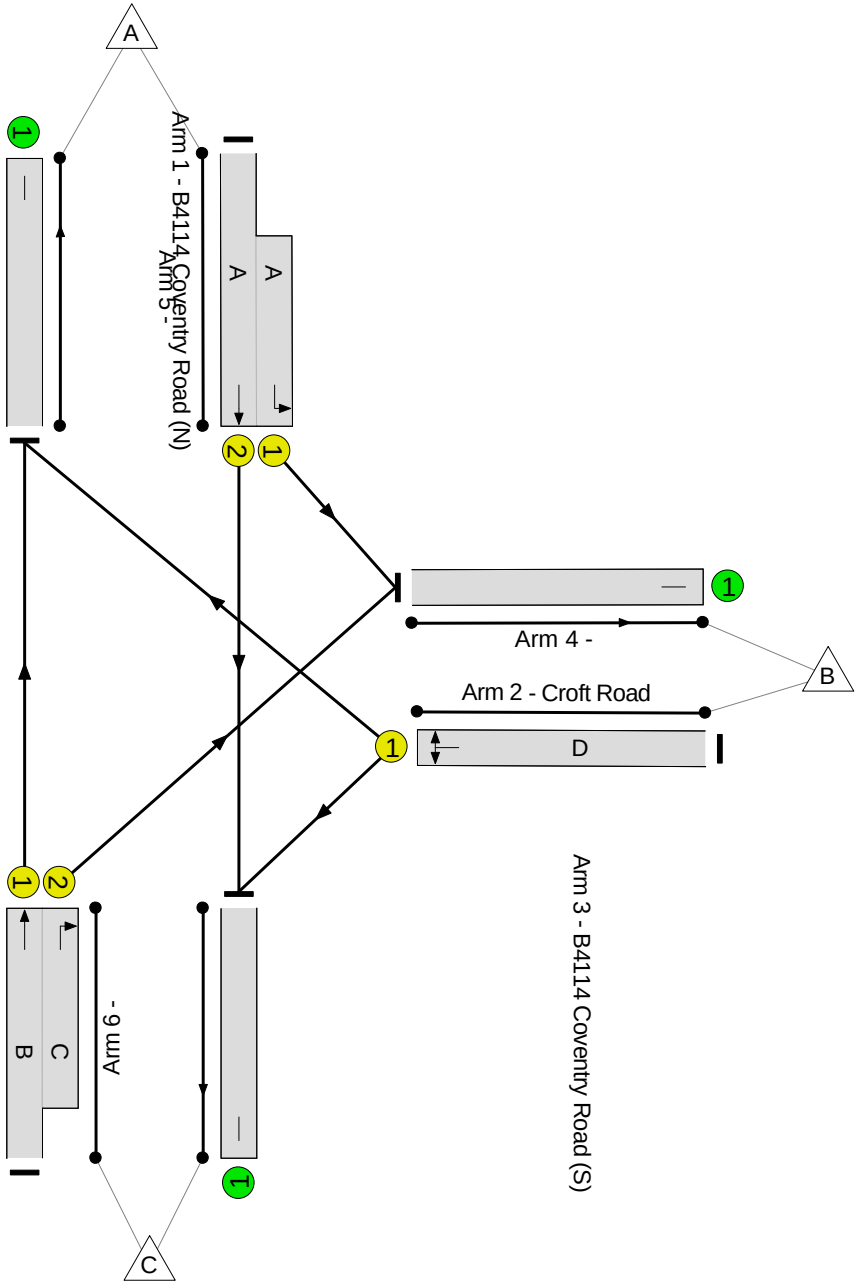


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: -6.1 %
Total Traffic Delay: 28.9 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road/Croft Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.5%**
B4114 Coventry Road/Cosby Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.5%**
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	39	-	894	1940:1747	731+205	95.5 : 95.5%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	13	-	252	1799	280	90.1%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	63:19	-	903	1965:1842	574+409	91.9 : 91.9%
4/1		U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	873	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: B4114 Coventry Road/Croft Road Junction	**-**	**-**	**0**	**0**	**0**	**12.5**	**16.4**	**0.0**	**28.9**	**-**	**-**	**-**	**-**
B4114 Coventry Road/Cosby Road Junction	**-**	**-**	**0**	**0**	**0**	**12.5**	**16.4**	**0.0**	**28.9**	**-**	**-**	**-**	**-**
1/2+1/1	894	894	-	-	-	5.5	7.8	-	13.3	53.6	19.1	7.8	26.9
2/1	252	252	-	-	-	2.6	3.6	-	6.2	88.7	6.2	3.6	9.8
3/1+3/2	903	903	-	-	-	4.3	5.0	-	9.3	37.2	9.1	5.0	14.1
4/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	873	873	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

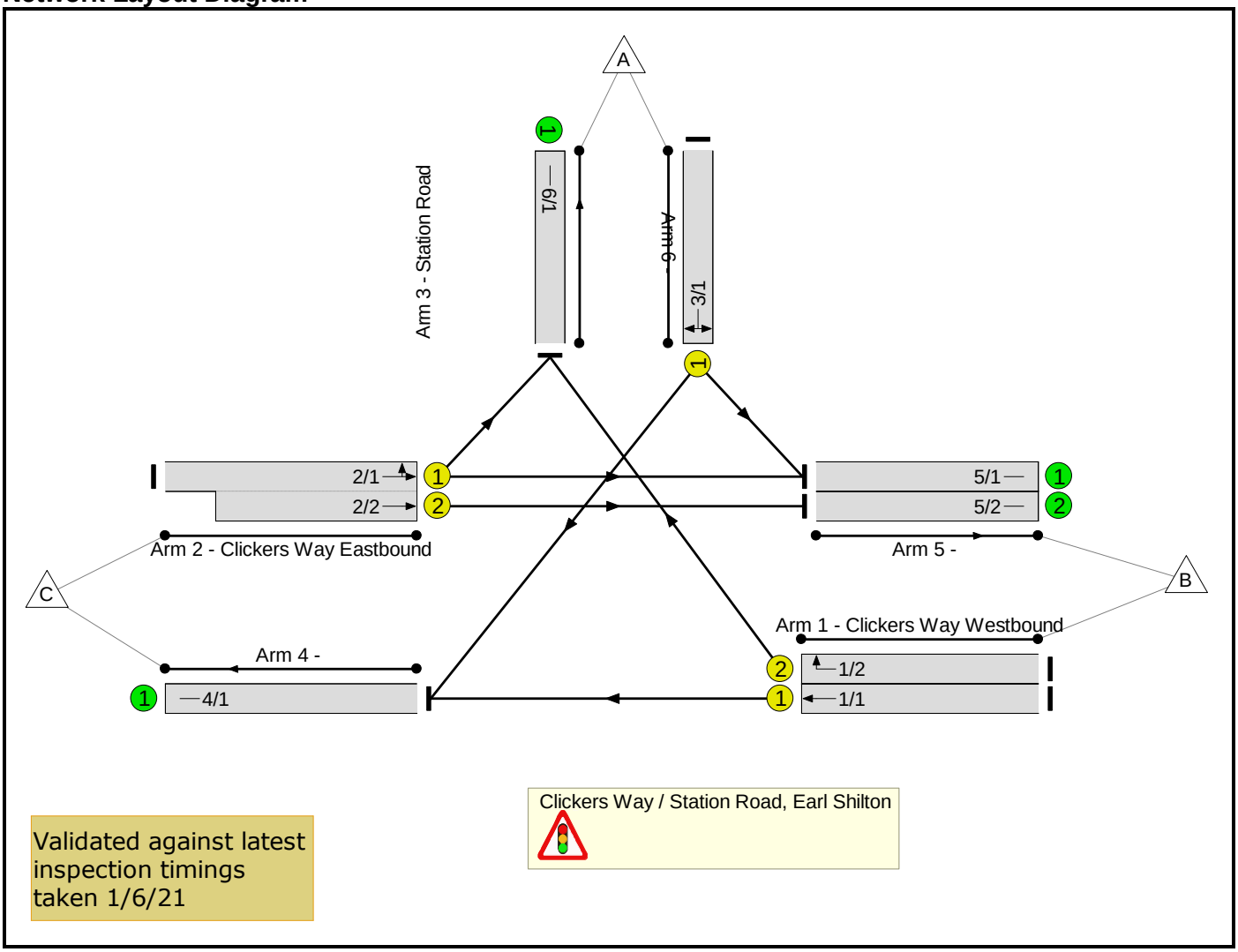
C1 PRC for Signalled Lanes (%): -6.1 Total Delay for Signalled Lanes (pcuHr): 28.86 Cycle Time (s): 90
PRC Over All Lanes (%): -6.1 Total Delay Over All Lanes(pcuHr): 28.86

Full Input Data And Results

User and Project Details

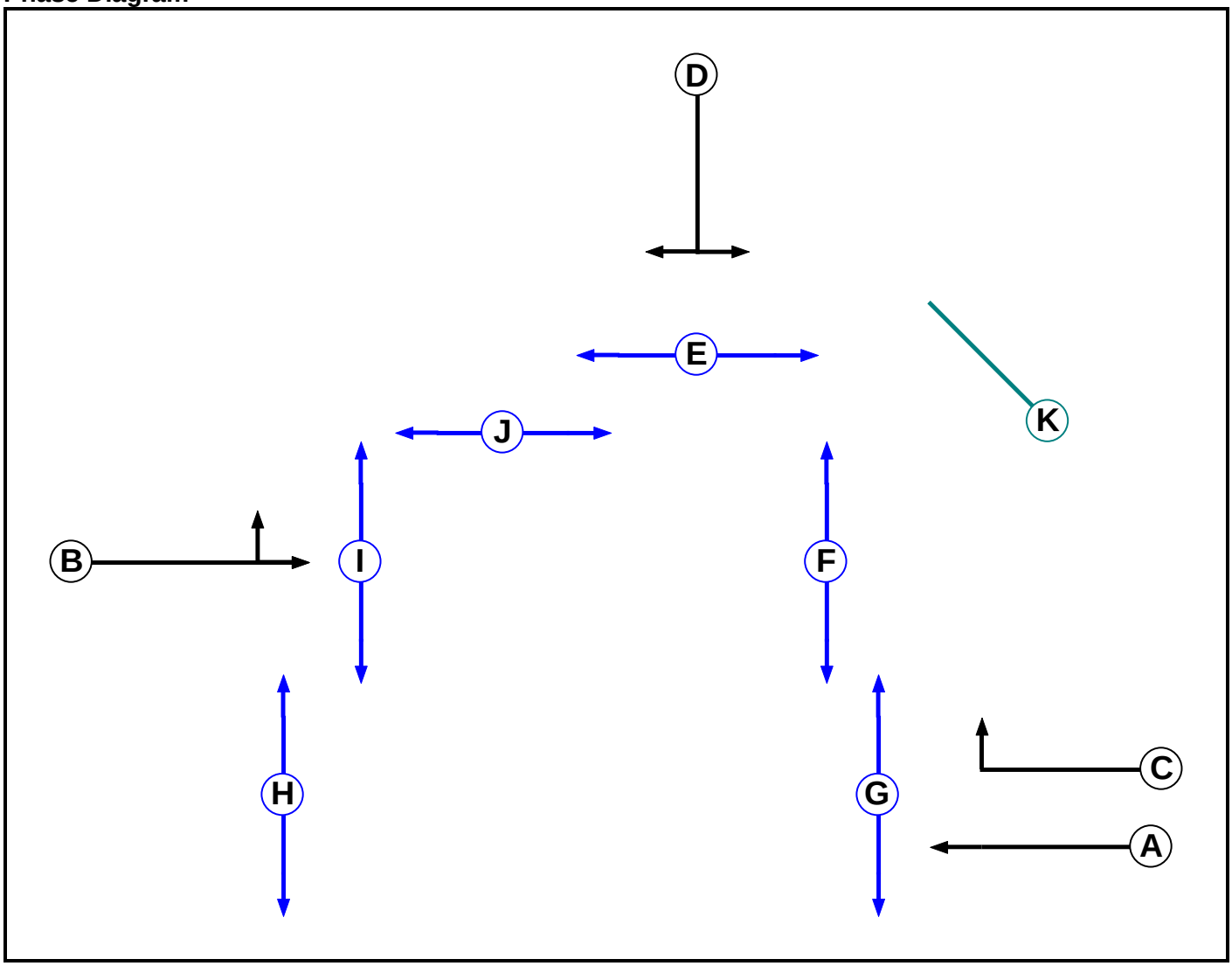
Project:	
Title:	**Clickers Way / Station Road, Earl Shilton**
Location:	Station Road/Bypass
Additional detail:	
File name:	220930_Clickers Way_Station Road_Model.lsg3x
Author:	
Company:	
Address:	

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		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		7	7
G	Pedestrian		9	9
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Pedestrian		6	6
K	Dummy		4	4

Full Input Data And Results

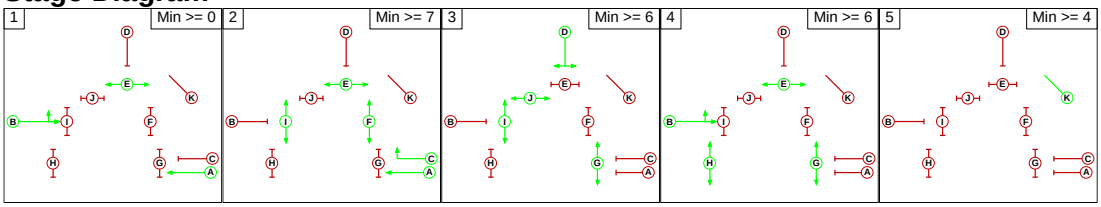
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	C	Losing	1	1
2	1	I	Losing	1	1
2	3	E	Losing	1	1
2	4	A	Losing	1	1
2	4	C	Losing	1	1
2	4	I	Losing	1	1
3	1	D	Losing	3	3
3	1	I	Losing	2	2
3	1	J	Losing	3	3
3	2	D	Losing	1	1
3	2	J	Losing	3	3
3	4	D	Losing	1	1

Prohibited Stage Change

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

Full Input Data And Results

Give-Way Lane Input Data

Junction: Clickers Way / Station Road, Earl Shilton
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Clickers Way / Station Road, Earl Shilton

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 (Clickers Way Westbound)	U	A	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 4 Ahead	Inf
1/2 (Clickers Way Westbound)	U	C	2	3	60.0	Geom	-	3.65	0.00	N	Arm 6 Right	20.00
2/1 (Clickers Way Eastbound)	U	B	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Left	16.00
2/2 (Clickers Way Eastbound)	U	B	2	3	11.0	Geom	-	3.65	0.00	N	Arm 5 Ahead	Inf
3/1 (Station Road)	U	D	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 4 Right	16.00
											Arm 5 Left	18.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 Base AM'	07:30	08:30	01:00	
2: '2021 Base PM'	16:30	17:30	01:00	
3: '2026 WoD AM'	07:30	08:30	01:00	
4: '2026 WoD PM'	16:30	17:30	01:00	
5: '2026 WoDWS AM'	07:30	08:30	01:00	
6: '2026 WoDWS PM'	16:30	17:30	01:00	
7: '2026 WD AM'	07:30	08:30	01:00	
8: '2026 WD PM'	16:30	17:30	01:00	
9: '2036 WoD AM'	07:30	08:30	01:00	
10: '2036 WoD PM'	16:30	17:30	01:00	
11: '2036 WoDWS AM'	07:30	08:30	01:00	
12: '2036 WoDWS PM'	16:30	17:30	01:00	
13: '2036 WD AM'	07:30	08:30	01:00	
14: '2036 WD PM'	16:30	17:30	01:00	

Scenario 1: '2021 Base AM' (FG1: '2021 Base AM', Plan 1: 'All Stages')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	65	355	420
	B	36	0	484	520
	C	183	476	0	659
	Tot.	219	541	839	1599

Traffic Lane Flows

Lane	Scenario 1: 2021 Base AM
Junction: Clickers Way / Station Road, Earl Shilton	
1/1	484
1/2	36
2/1 (with short)	659(In) 309(Out)
2/2 (short)	350
3/1	420
4/1	839
5/1	191
5/2	350
6/1	219

Full Input Data And Results

Lane Saturation Flows

Junction: Clickers Way / Station Road, Earl Shilton								
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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 6 Right	20.00	100.0 %	1972	1972
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	40.8 %	1876	1876
				Arm 6 Left	16.00	59.2 %		
2/2 (Clickers Way Eastbound)	3.65	0.00	N	Arm 5 Ahead	Inf	100.0 %	2120	2120
3/1 (Station Road)	4.00	0.00	Y	Arm 4 Right	16.00	84.5 %	1845	1845
				Arm 5 Left	18.00	15.5 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2021 Base PM' (FG2: '2021 Base PM', Plan 1: 'All Stages')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	26	247	273
	B	58	0	506	564
	C	334	368	0	702
	Tot.	392	394	753	1539

Traffic Lane Flows

Lane	**Scenario 2: 2021 Base PM**
Junction: Clickers Way / Station Road, Earl Shilton	
1/1	506
1/2	58
2/1 (with short)	702(In) 334(Out)
2/2 (short)	368
3/1	273
4/1	753
5/1	26
5/2	368
6/1	392

Full Input Data And Results

Lane Saturation Flows

Junction: Clickers Way / Station Road, Earl Shilton								
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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 6 Right	20.00	100.0 %	1972	1972
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1810	1810
				Arm 6 Left	16.00	100.0 %		
2/2 (Clickers Way Eastbound)	3.65	0.00	N	Arm 5 Ahead	Inf	100.0 %	2120	2120
3/1 (Station Road)	4.00	0.00	Y	Arm 4 Right	16.00	90.5 %	1844	1844
				Arm 5 Left	18.00	9.5 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'All Stages')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	67	373	440
	B	37	0	520	557
	C	178	491	0	669
	Tot.	215	558	893	1666

Traffic Lane Flows

Lane	**Scenario 3: 2026 WoD AM**
Junction: Clickers Way / Station Road, Earl Shilton	
1/1	520
1/2	37
2/1 (with short)	669(In) 314(Out)
2/2 (short)	355
3/1	440
4/1	893
5/1	203
5/2	355
6/1	215

Full Input Data And Results

Lane Saturation Flows

Junction: Clickers Way / Station Road, Earl Shilton								
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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 6 Right	20.00	100.0 %	1972	1972
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	43.3 %	1880	1880
				Arm 6 Left	16.00	56.7 %		
2/2 (Clickers Way Eastbound)	3.65	0.00	N	Arm 5 Ahead	Inf	100.0 %	2120	2120
3/1 (Station Road)	4.00	0.00	Y	Arm 4 Right	16.00	84.8 %	1845	1845
				Arm 5 Left	18.00	15.2 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'All Stages')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	28	248	276
	B	60	0	518	578
	C	319	379	0	698
	Tot.	379	407	766	1552

Traffic Lane Flows

Lane	**Scenario 4: 2026 WoD PM**
Junction: Clickers Way / Station Road, Earl Shilton	
1/1	518
1/2	60
2/1 (with short)	698(In) 324(Out)
2/2 (short)	374
3/1	276
4/1	766
5/1	33
5/2	374
6/1	379

Full Input Data And Results

Lane Saturation Flows

Junction: Clickers Way / Station Road, Earl Shilton								
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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 6 Right	20.00	100.0 %	1972	1972
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	1.5 %	1813	1813
				Arm 6 Left	16.00	98.5 %		
2/2 (Clickers Way Eastbound)	3.65	0.00	N	Arm 5 Ahead	Inf	100.0 %	2120	2120
3/1 (Station Road)	4.00	0.00	Y	Arm 4 Right	16.00	89.9 %	1844	1844
				Arm 5 Left	18.00	10.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'All Stages')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	68	367	435
	B	36	0	512	548
	C	175	486	0	661
	Tot.	211	554	879	1644

Traffic Lane Flows

Lane	Scenario 5: 2026 WoDWS AM
Junction: Clickers Way / Station Road, Earl Shilton	
1/1	512
1/2	36
2/1 (with short)	661(In) 311(Out)
2/2 (short)	350
3/1	435
4/1	879
5/1	204
5/2	350
6/1	211

Full Input Data And Results

Lane Saturation Flows

Junction: Clickers Way / Station Road, Earl Shilton								
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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 6 Right	20.00	100.0 %	1972	1972
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	43.7 %	1881	1881
				Arm 6 Left	16.00	56.3 %		
2/2 (Clickers Way Eastbound)	3.65	0.00	N	Arm 5 Ahead	Inf	100.0 %	2120	2120
3/1 (Station Road)	4.00	0.00	Y	Arm 4 Right	16.00	84.4 %	1845	1845
				Arm 5 Left	18.00	15.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'All Stages')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	30	233	263
	B	58	0	499	557
	C	312	395	0	707
	Tot.	370	425	732	1527

Traffic Lane Flows

Lane	Scenario 6: 2026 WoDWS PM
Junction: Clickers Way / Station Road, Earl Shilton	
1/1	499
1/2	58
2/1 (with short)	707(In) 327(Out)
2/2 (short)	380
3/1	263
4/1	732
5/1	45
5/2	380
6/1	370

Full Input Data And Results

Lane Saturation Flows

Junction: Clickers Way / Station Road, Earl Shilton								
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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 6 Right	20.00	100.0 %	1972	1972
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	4.6 %	1817	1817
				Arm 6 Left	16.00	95.4 %		
2/2 (Clickers Way Eastbound)	3.65	0.00	N	Arm 5 Ahead	Inf	100.0 %	2120	2120
3/1 (Station Road)	4.00	0.00	Y	Arm 4 Right	16.00	88.6 %	1844	1844
				Arm 5 Left	18.00	11.4 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'All Stages')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	67	381	448
	B	36	0	554	590
	C	177	499	0	676
	Tot.	213	566	935	1714

Traffic Lane Flows

Lane	Scenario 7: 2026 WD AM
Junction: Clickers Way / Station Road, Earl Shilton	
1/1	554
1/2	36
2/1 (with short)	676(In) 318(Out)
2/2 (short)	358
3/1	448
4/1	935
5/1	208
5/2	358
6/1	213

Full Input Data And Results

Lane Saturation Flows

Junction: Clickers Way / Station Road, Earl Shilton								
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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 6 Right	20.00	100.0 %	1972	1972
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	44.3 %	1882	1882
				Arm 6 Left	16.00	55.7 %		
2/2 (Clickers Way Eastbound)	3.65	0.00	N	Arm 5 Ahead	Inf	100.0 %	2120	2120
3/1 (Station Road)	4.00	0.00	Y	Arm 4 Right	16.00	85.0 %	1845	1845
				Arm 5 Left	18.00	15.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'All Stages')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	31	242	273
	B	57	0	523	580
	C	323	448	0	771
	Tot.	380	479	765	1624

Traffic Lane Flows

Lane	**Scenario 8: 2026 WD PM**
Junction: Clickers Way / Station Road, Earl Shilton	
1/1	523
1/2	57
2/1 (with short)	771(In) 357(Out)
2/2 (short)	414
3/1	273
4/1	765
5/1	65
5/2	414
6/1	380

Full Input Data And Results

Lane Saturation Flows

Junction: Clickers Way / Station Road, Earl Shilton								
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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 6 Right	20.00	100.0 %	1972	1972
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	9.5 %	1825	1825
				Arm 6 Left	16.00	90.5 %		
2/2 (Clickers Way Eastbound)	3.65	0.00	N	Arm 5 Ahead	Inf	100.0 %	2120	2120
3/1 (Station Road)	4.00	0.00	Y	Arm 4 Right	16.00	88.6 %	1844	1844
				Arm 5 Left	18.00	11.4 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'All Stages')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	66	401	467
	B	35	0	584	619
	C	188	571	0	759
	Tot.	223	637	985	1845

Traffic Lane Flows

Lane	**Scenario 9: 2036 WoD AM**
Junction: Clickers Way / Station Road, Earl Shilton	
1/1	584
1/2	35
2/1 (with short)	759(In) 357(Out)
2/2 (short)	402
3/1	467
4/1	985
5/1	235
5/2	402
6/1	223

Full Input Data And Results

Lane Saturation Flows

Junction: Clickers Way / Station Road, Earl Shilton								
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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 6 Right	20.00	100.0 %	1972	1972
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	47.3 %	1887	1887
				Arm 6 Left	16.00	52.7 %		
2/2 (Clickers Way Eastbound)	3.65	0.00	N	Arm 5 Ahead	Inf	100.0 %	2120	2120
3/1 (Station Road)	4.00	0.00	Y	Arm 4 Right	16.00	85.9 %	1845	1845
				Arm 5 Left	18.00	14.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'All Stages')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	29	271	300
	B	62	0	566	628
	C	391	434	0	825
	Tot.	453	463	837	1753

Traffic Lane Flows

Lane	**Scenario 10: 2036 WoD PM**
Junction: Clickers Way / Station Road, Earl Shilton	
1/1	566
1/2	62
2/1 (with short)	825(In) 391(Out)
2/2 (short)	434
3/1	300
4/1	837
5/1	29
5/2	434
6/1	453

Full Input Data And Results

Lane Saturation Flows

Junction: Clickers Way / Station Road, Earl Shilton								
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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 6 Right	20.00	100.0 %	1972	1972
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1810	1810
				Arm 6 Left	16.00	100.0 %		
2/2 (Clickers Way Eastbound)	3.65	0.00	N	Arm 5 Ahead	Inf	100.0 %	2120	2120
3/1 (Station Road)	4.00	0.00	Y	Arm 4 Right	16.00	90.3 %	1844	1844
				Arm 5 Left	18.00	9.7 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'All Stages')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	67	406	473
	B	35	0	605	640
	C	182	558	0	740
	Tot.	217	625	1011	1853

Traffic Lane Flows

Lane	**Scenario 11: 2036 WoDWS AM**
Junction: Clickers Way / Station Road, Earl Shilton	
1/1	605
1/2	35
2/1 (with short)	740(In) 349(Out)
2/2 (short)	391
3/1	473
4/1	1011
5/1	234
5/2	391
6/1	217

Full Input Data And Results

Lane Saturation Flows

Junction: Clickers Way / Station Road, Earl Shilton								
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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 6 Right	20.00	100.0 %	1972	1972
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	47.9 %	1888	1888
				Arm 6 Left	16.00	52.1 %		
2/2 (Clickers Way Eastbound)	3.65	0.00	N	Arm 5 Ahead	Inf	100.0 %	2120	2120
3/1 (Station Road)	4.00	0.00	Y	Arm 4 Right	16.00	85.8 %	1845	1845
				Arm 5 Left	18.00	14.2 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'All Stages')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	27	264	291
	B	61	0	557	618
	C	406	439	0	845
	Tot.	467	466	821	1754

Traffic Lane Flows

Lane	**Scenario 12: 2036 WoDWS PM**
Junction: Clickers Way / Station Road, Earl Shilton	
1/1	557
1/2	61
2/1 (with short)	845(In) 406(Out)
2/2 (short)	439
3/1	291
4/1	821
5/1	27
5/2	439
6/1	467

Full Input Data And Results

Lane Saturation Flows

Junction: Clickers Way / Station Road, Earl Shilton								
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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 6 Right	20.00	100.0 %	1972	1972
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1810	1810
				Arm 6 Left	16.00	100.0 %		
2/2 (Clickers Way Eastbound)	3.65	0.00	N	Arm 5 Ahead	Inf	100.0 %	2120	2120
3/1 (Station Road)	4.00	0.00	Y	Arm 4 Right	16.00	90.7 %	1844	1844
				Arm 5 Left	18.00	9.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'All Stages')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	67	404	471
	B	35	0	626	661
	C	186	565	0	751
	Tot.	221	632	1030	1883

Traffic Lane Flows

Lane	**Scenario 13: 2036 WD AM**
Junction: Clickers Way / Station Road, Earl Shilton	
1/1	626
1/2	35
2/1 (with short)	751(In) 354(Out)
2/2 (short)	397
3/1	471
4/1	1030
5/1	235
5/2	397
6/1	221

Full Input Data And Results

Lane Saturation Flows

Junction: Clickers Way / Station Road, Earl Shilton								
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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 6 Right	20.00	100.0 %	1972	1972
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	47.5 %	1887	1887
				Arm 6 Left	16.00	52.5 %		
2/2 (Clickers Way Eastbound)	3.65	0.00	N	Arm 5 Ahead	Inf	100.0 %	2120	2120
3/1 (Station Road)	4.00	0.00	Y	Arm 4 Right	16.00	85.8 %	1845	1845
				Arm 5 Left	18.00	14.2 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'All Stages')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	29	272	301
	B	59	0	579	638
	C	400	471	0	871
	Tot.	459	500	851	1810

Traffic Lane Flows

Lane	Scenario 14: 2036 WD PM
Junction: Clickers Way / Station Road, Earl Shilton	
1/1	579
1/2	59
2/1 (with short)	871(In) 404(Out)
2/2 (short)	467
3/1	301
4/1	851
5/1	33
5/2	467
6/1	459

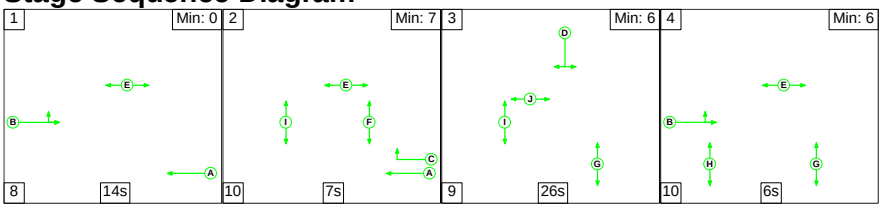
Full Input Data And Results

Lane Saturation Flows

Junction: Clickers Way / Station Road, Earl Shilton								
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 (Clickers Way Westbound)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
1/2 (Clickers Way Westbound)	3.65	0.00	N	Arm 6 Right	20.00	100.0 %	1972	1972
2/1 (Clickers Way Eastbound)	3.65	0.00	Y	Arm 5 Ahead	Inf	1.0 %	1812	1812
				Arm 6 Left	16.00	99.0 %		
2/2 (Clickers Way Eastbound)	3.65	0.00	N	Arm 5 Ahead	Inf	100.0 %	2120	2120
3/1 (Station Road)	4.00	0.00	Y	Arm 4 Right	16.00	90.4 %	1844	1844
				Arm 5 Left	18.00	9.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2021 Base AM' (FG1: '2021 Base AM', Plan 1: 'All Stages')

Stage Sequence Diagram

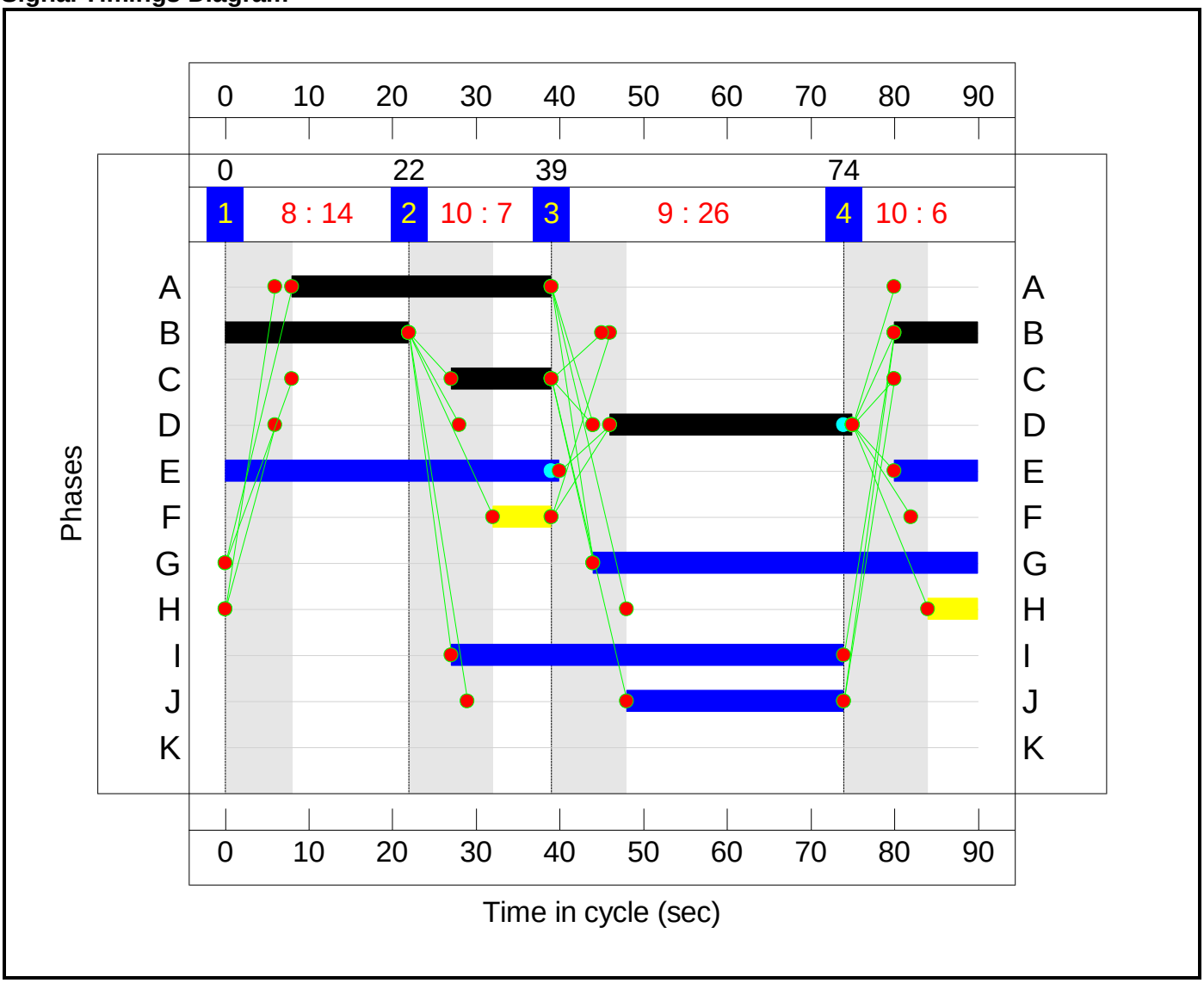


Stage Timings

Stage	1	2	3	4
Duration	14	7	26	6
Change Point	0	22	39	74

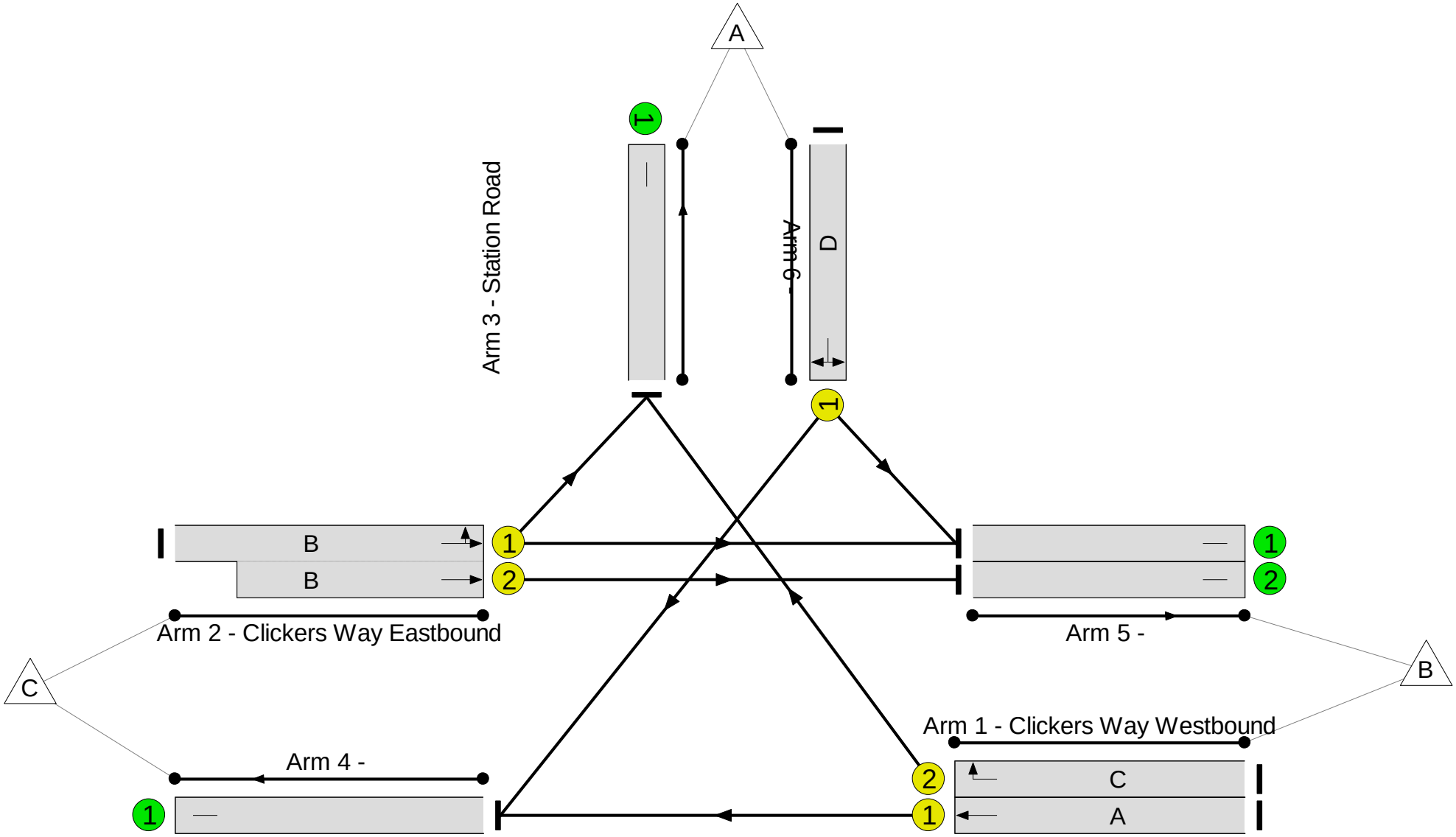
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Validated against latest inspection timings

Clickers Way / Station Road, Earl Shilton
PRC: 30.9 %
Total Traffic Delay: 13.6 pcuHr

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.8%**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.8%**
1/1	Clickers Way Westbound Ahead	U	N/A	N/A	A		1	31	-	484	1980	704	68.8%
1/2	Clickers Way Westbound Right	U	N/A	N/A	C		1	12	-	36	1972	285	12.6%
2/1+2/2	Clickers Way Eastbound Ahead Left	U	N/A	N/A	B		1	32	-	659	1876:2120	534+605	57.8 : 57.8%
3/1	Station Road Right Left	U	N/A	N/A	D		1	29	-	420	1845	615	68.3%
4/1		U	N/A	N/A	-		-	-	-	839	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%

Full Input Data And Results

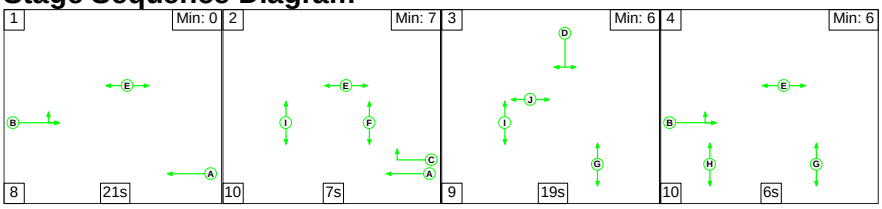
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**10.6**	**2.9**	**0.0**	**13.6**	**-**	**-**	**-**	**-**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**10.6**	**2.9**	**0.0**	**13.6**	**-**	**-**	**-**	**-**
1/1	484	484	-	-	-	3.3	1.1	-	4.4	32.8	10.2	1.1	11.3
1/2	36	36	-	-	-	0.3	0.1	-	0.4	40.9	0.8	0.1	0.9
2/1+2/2	659	659	-	-	-	4.0	0.7	-	4.6	25.4	6.6	0.7	7.3
3/1	420	420	-	-	-	3.0	1.1	-	4.1	35.0	9.0	1.1	10.0
4/1	839	839	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 30.9 Total Delay for Signalled Lanes (pcuHr): 13.55 Cycle Time (s): 90
PRC Over All Lanes (%): 30.9 Total Delay Over All Lanes(pcuHr): 13.55

Full Input Data And Results

Scenario 2: '2021 Base PM' (FG2: '2021 Base PM', Plan 1: 'All Stages')

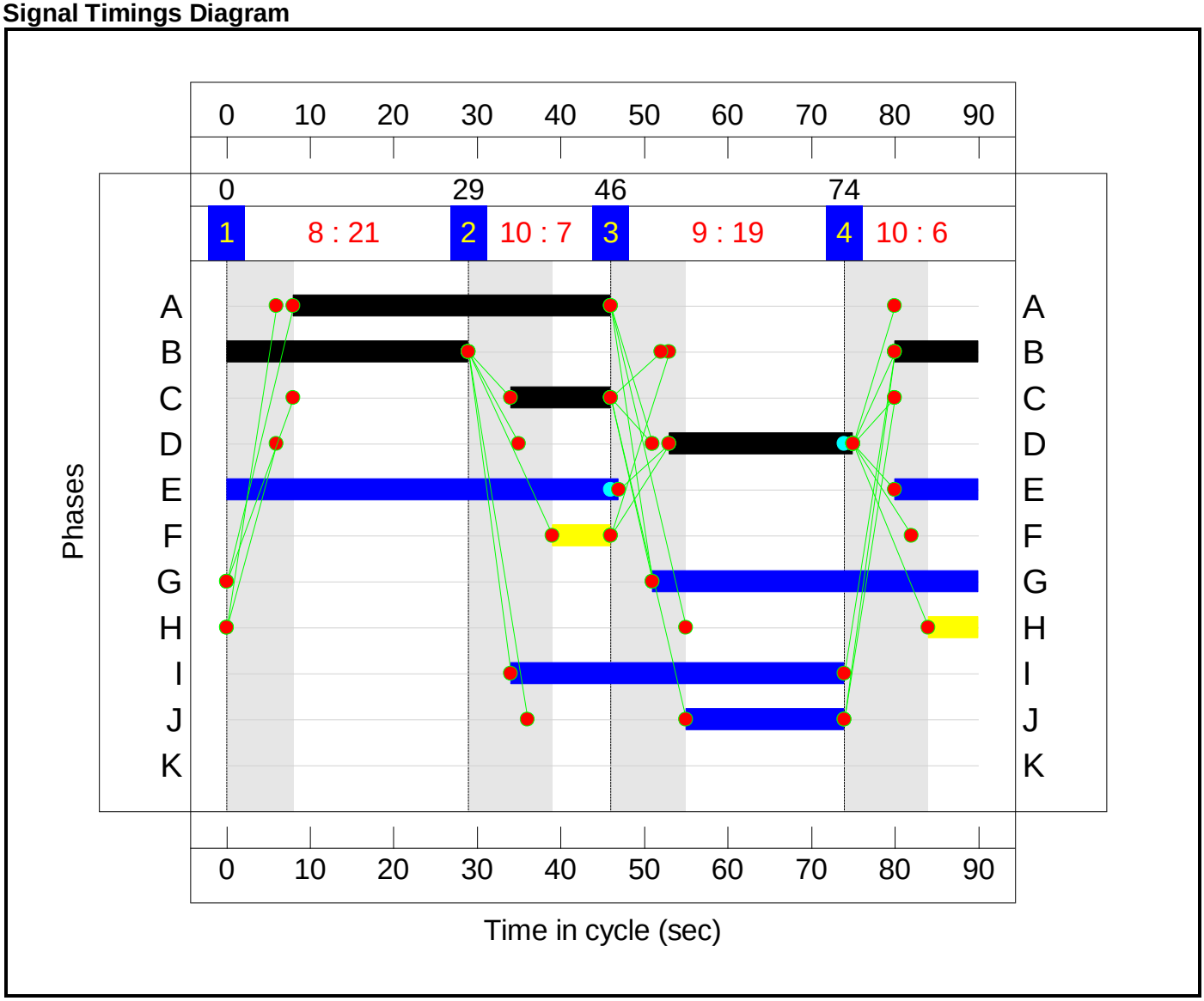
Stage Sequence Diagram



Stage Timings

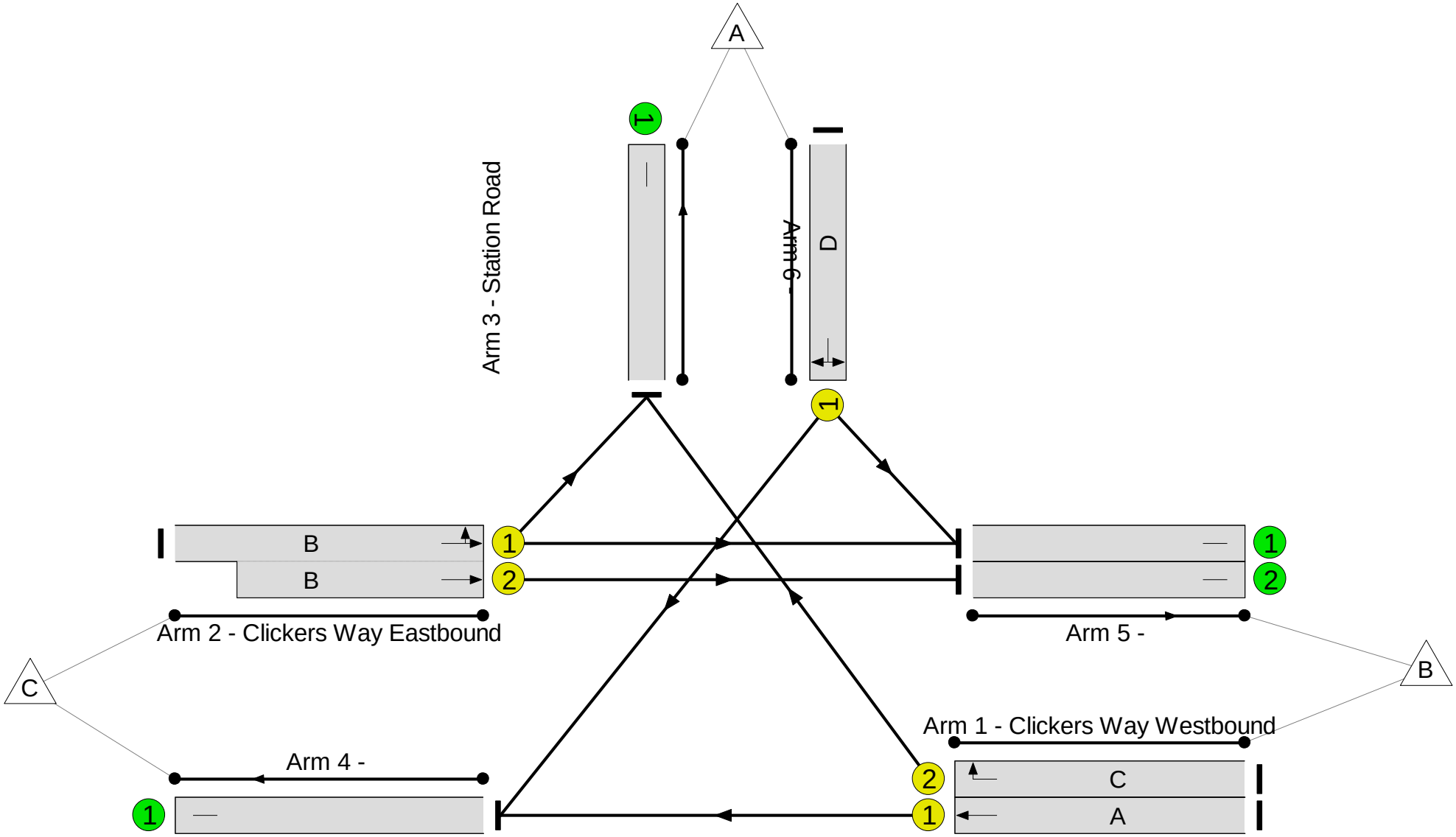
Stage	1	2	3	4
Duration	21	7	19	6
Change Point	0	29	46	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Clickers Way / Station Road, Earl Shilton

PRC: 52.6 %

Total Traffic Delay: 10.9 pcuHr

Validated against latest inspection timings

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.0%**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.0%**
1/1	Clickers Way Westbound Ahead	U	N/A	N/A	A		1	38	-	506	1980	858	59.0%
1/2	Clickers Way Westbound Right	U	N/A	N/A	C		1	12	-	58	1972	285	20.4%
2/1+2/2	Clickers Way Eastbound Ahead Left	U	N/A	N/A	B		1	39	-	702	1810:2120	617+680	54.1 : 54.1%
3/1	Station Road Right Left	U	N/A	N/A	D		1	22	-	273	1844	471	57.9%
4/1		U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	368	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%

Full Input Data And Results

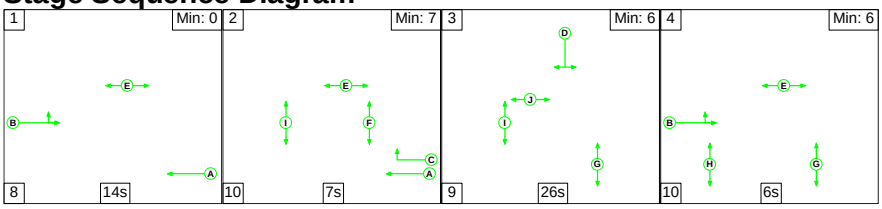
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**8.8**	**2.1**	**0.0**	**10.9**	**-**	**-**	**-**	**-**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**8.8**	**2.1**	**0.0**	**10.9**	**-**	**-**	**-**	**-**
1/1	506	506	-	-	-	2.7	0.7	-	3.4	24.5	9.6	0.7	10.3
1/2	58	58	-	-	-	0.5	0.1	-	0.7	41.9	1.3	0.1	1.4
2/1+2/2	702	702	-	-	-	3.3	0.6	-	3.9	19.9	6.1	0.6	6.7
3/1	273	273	-	-	-	2.2	0.7	-	2.9	38.3	5.9	0.7	6.6
4/1	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 52.6 Total Delay for Signalled Lanes (pcuHr): 10.91 Cycle Time (s): 90
PRC Over All Lanes (%): 52.6 Total Delay Over All Lanes(pcuHr): 10.91

Full Input Data And Results

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'All Stages')

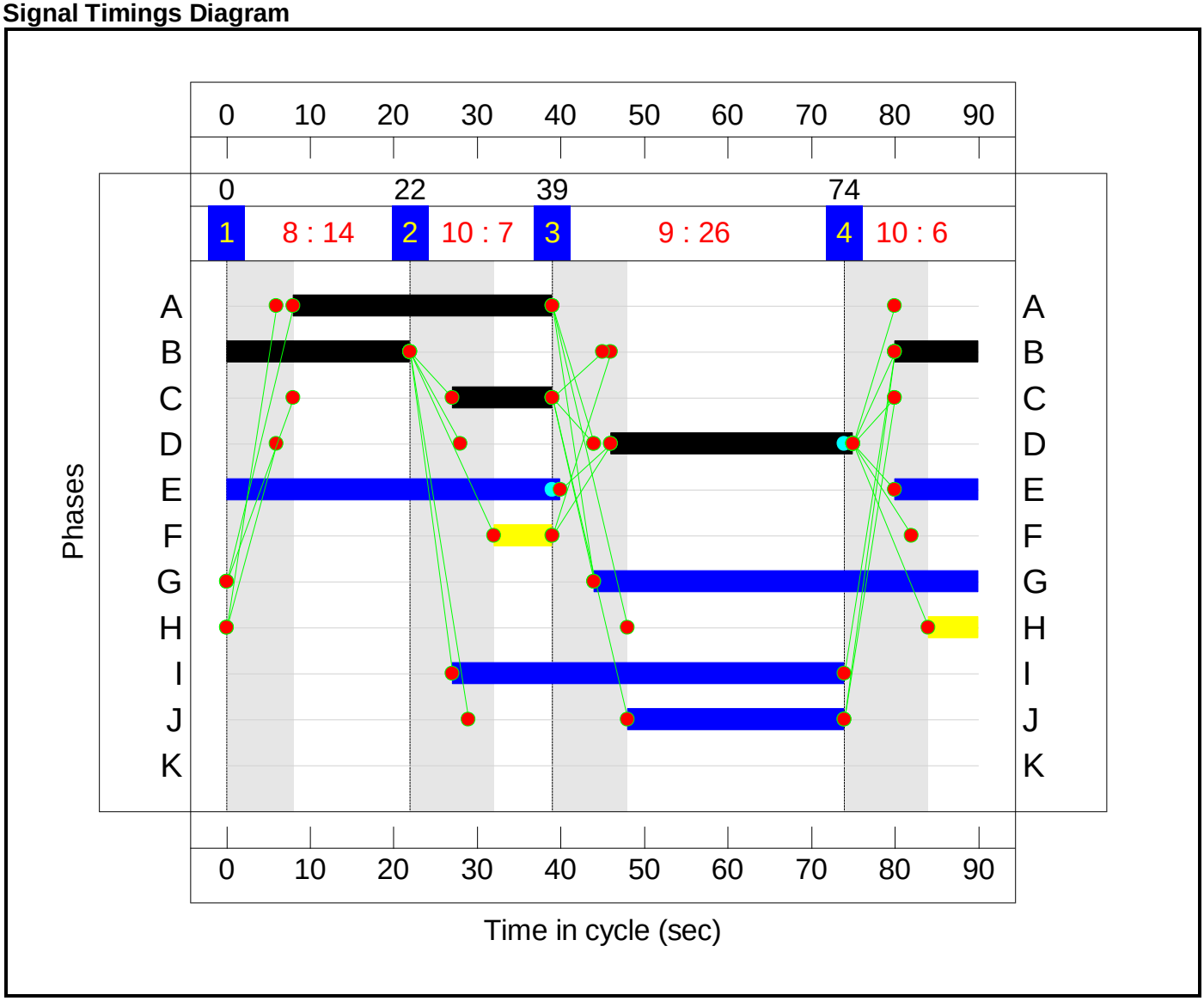
Stage Sequence Diagram



Stage Timings

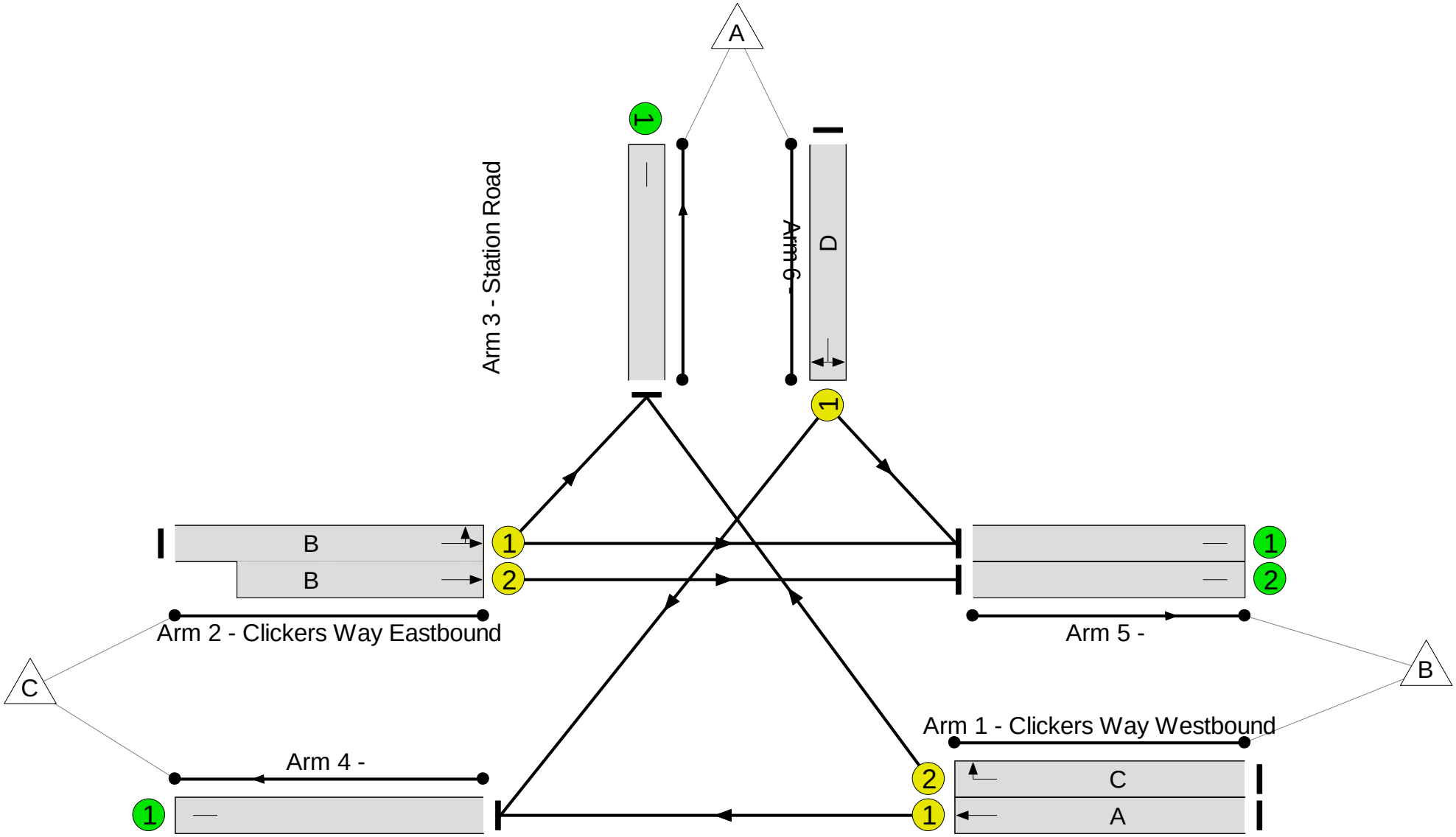
Stage	1	2	3	4
Duration	14	7	26	6
Change Point	0	22	39	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Clickers Way / Station Road, Earl Shilton

PRC: 21.8 %

Total Traffic Delay: 14.7 pcuHr

Validated against latest inspection timings

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.9%**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.9%**
1/1	Clickers Way Westbound Ahead	U	N/A	N/A	A		1	31	-	520	1980	704	73.9%
1/2	Clickers Way Westbound Right	U	N/A	N/A	C		1	12	-	37	1972	285	13.0%
2/1+2/2	Clickers Way Eastbound Ahead Left	U	N/A	N/A	B		1	32	-	669	1880:2120	535+605	58.7 : 58.7%
3/1	Station Road Right Left	U	N/A	N/A	D		1	29	-	440	1845	615	71.5%
4/1		U	N/A	N/A	-		-	-	-	893	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	203	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%

Full Input Data And Results

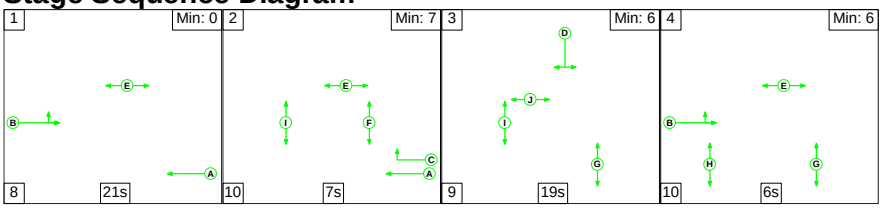
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**11.2**	**3.4**	**0.0**	**14.7**	**-**	**-**	**-**	**-**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**11.2**	**3.4**	**0.0**	**14.7**	**-**	**-**	**-**	**-**
1/1	520	520	-	-	-	3.7	1.4	-	5.1	35.0	11.3	1.4	12.7
1/2	37	37	-	-	-	0.3	0.1	-	0.4	40.9	0.8	0.1	0.9
2/1+2/2	669	669	-	-	-	4.0	0.7	-	4.7	25.5	6.7	0.7	7.4
3/1	440	440	-	-	-	3.2	1.2	-	4.4	36.4	9.5	1.2	10.8
4/1	893	893	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 21.8 Total Delay for Signalled Lanes (pcuHr): 14.66 Cycle Time (s): 90
PRC Over All Lanes (%): 21.8 Total Delay Over All Lanes(pcuHr): 14.66

Full Input Data And Results

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'All Stages')

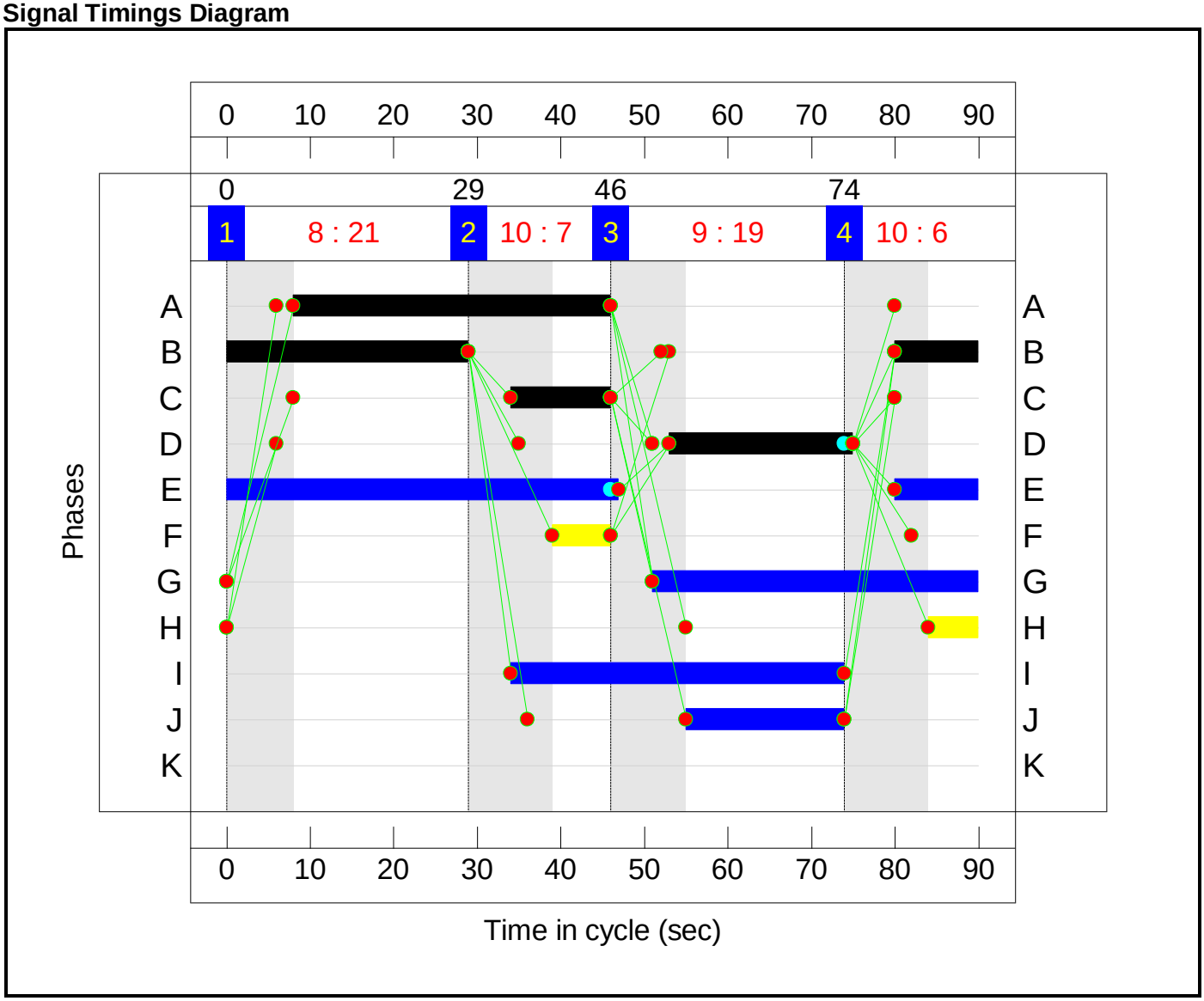
Stage Sequence Diagram



Stage Timings

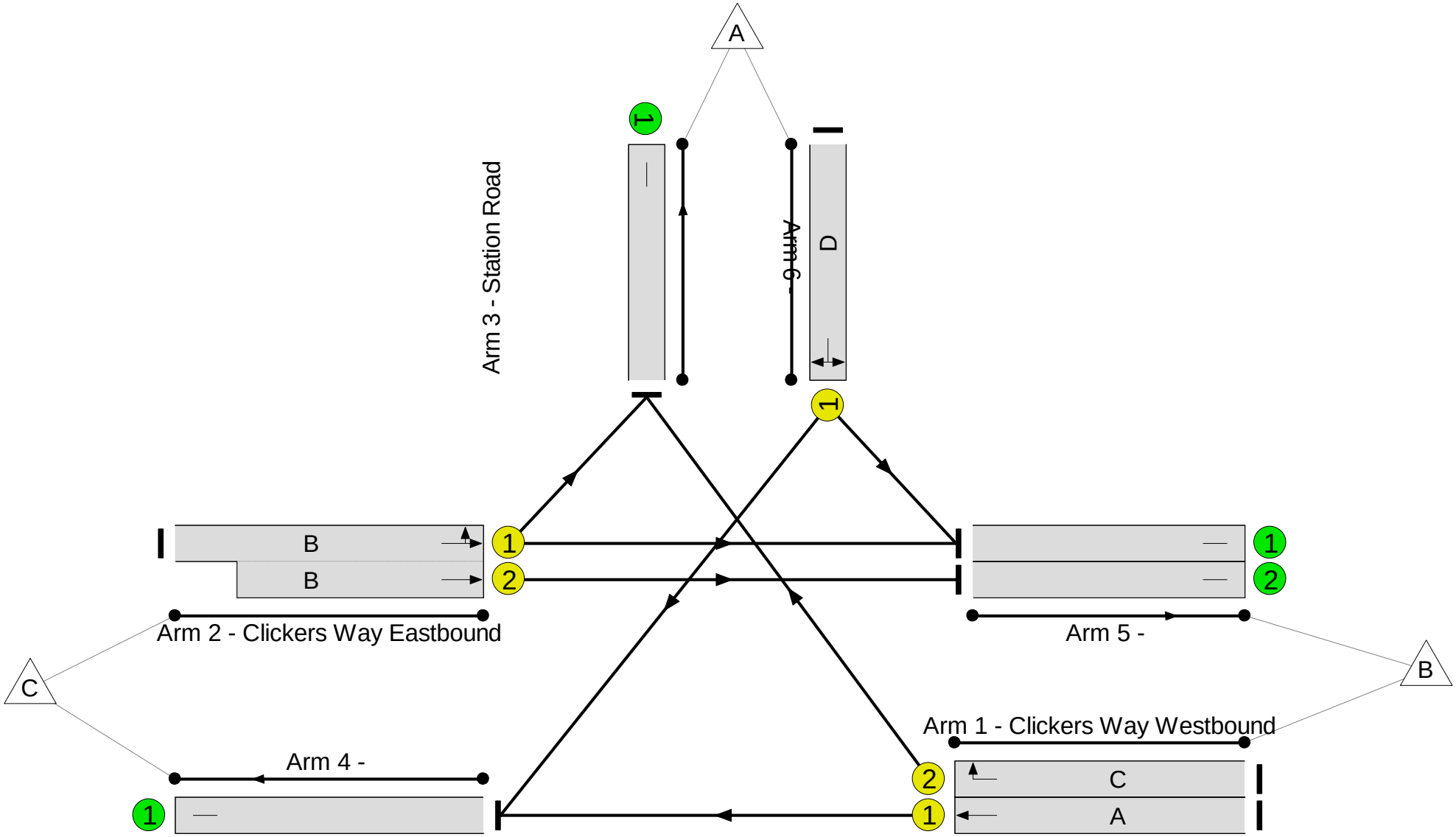
Stage	1	2	3	4
Duration	21	7	19	6
Change Point	0	29	46	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Validated against latest inspection timings

Clickers Way / Station Road, Earl Shilton

PRC: 49.1 %

Total Traffic Delay: 11.1 pcuHr

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.4%**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.4%**
1/1	Clickers Way Westbound Ahead	U	N/A	N/A	A		1	38	-	518	1980	858	60.4%
1/2	Clickers Way Westbound Right	U	N/A	N/A	C		1	12	-	60	1972	285	21.1%
2/1+2/2	Clickers Way Eastbound Ahead Left	U	N/A	N/A	B		1	39	-	698	1813:2120	594+686	54.5 : 54.5%
3/1	Station Road Right Left	U	N/A	N/A	D		1	22	-	276	1844	471	58.6%
4/1		U	N/A	N/A	-		-	-	-	766	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	33	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	379	Inf	Inf	0.0%

Full Input Data And Results

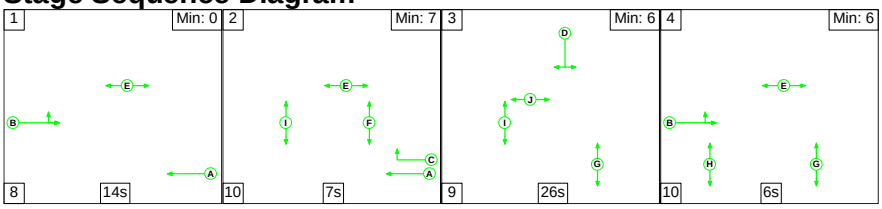
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**8.9**	**2.2**	**0.0**	**11.1**	**-**	**-**	**-**	**-**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**8.9**	**2.2**	**0.0**	**11.1**	**-**	**-**	**-**	**-**
1/1	518	518	-	-	-	2.8	0.8	-	3.6	24.8	9.9	0.8	10.7
1/2	60	60	-	-	-	0.6	0.1	-	0.7	42.0	1.3	0.1	1.4
2/1+2/2	698	698	-	-	-	3.3	0.6	-	3.9	20.0	6.2	0.6	6.8
3/1	276	276	-	-	-	2.2	0.7	-	3.0	38.5	6.0	0.7	6.7
4/1	766	766	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	33	33	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 49.1 Total Delay for Signalled Lanes (pcuHr): 11.10 Cycle Time (s): 90
PRC Over All Lanes (%): 49.1 Total Delay Over All Lanes(pcuHr): 11.10

Full Input Data And Results

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'All Stages')

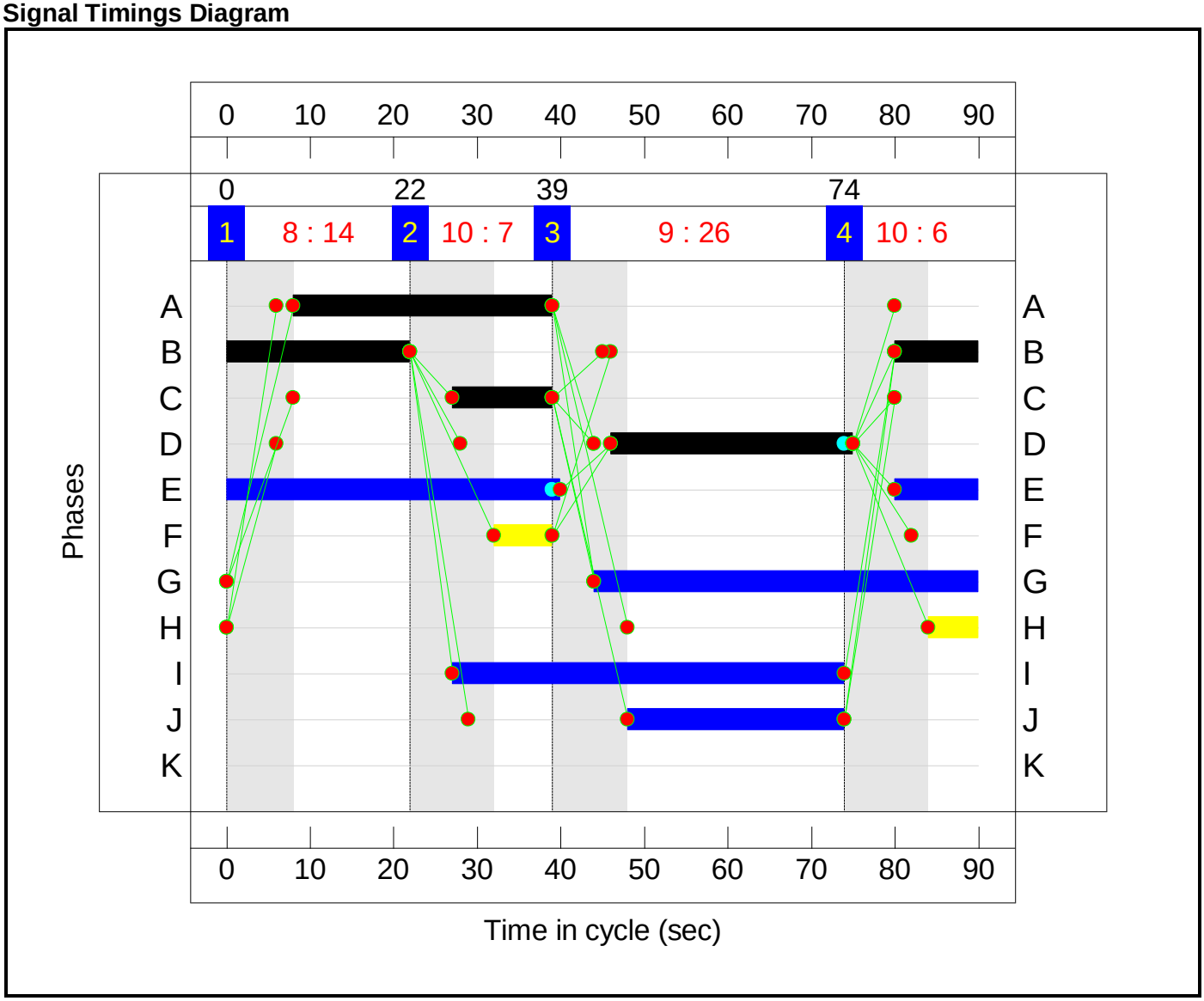
Stage Sequence Diagram



Stage Timings

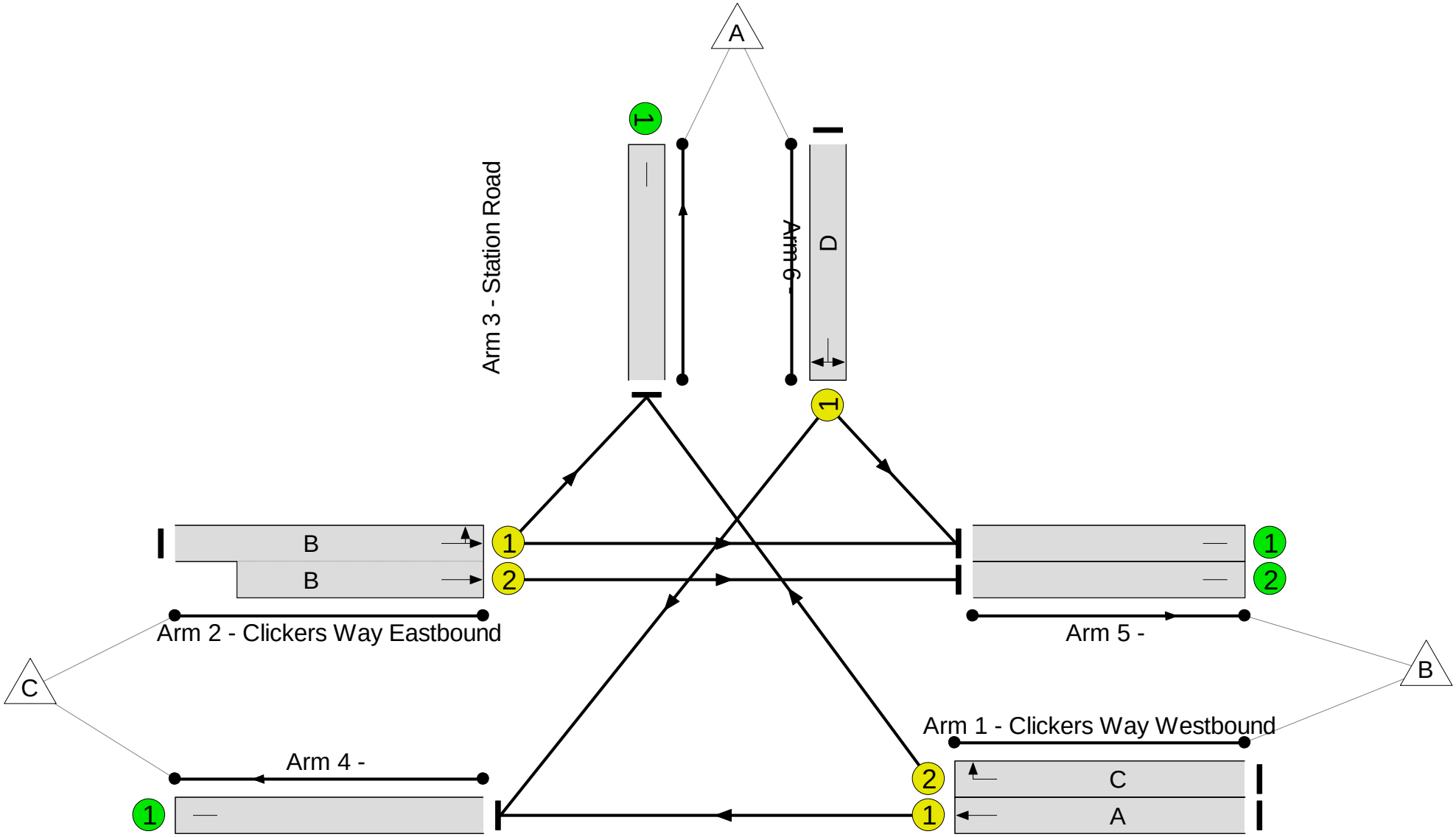
Stage	1	2	3	4
Duration	14	7	26	6
Change Point	0	22	39	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Clickers Way / Station Road, Earl Shilton

PRC: 23.8 %

Total Traffic Delay: 14.3 pcuHr

Validated against latest inspection timings

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.7%**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.7%**
1/1	Clickers Way Westbound Ahead	U	N/A	N/A	A		1	31	-	512	1980	704	72.7%
1/2	Clickers Way Westbound Right	U	N/A	N/A	C		1	12	-	36	1972	285	12.6%
2/1+2/2	Clickers Way Eastbound Ahead Left	U	N/A	N/A	B		1	32	-	661	1881:2120	537+605	57.9 : 57.9%
3/1	Station Road Right Left	U	N/A	N/A	D		1	29	-	435	1845	615	70.7%
4/1		U	N/A	N/A	-		-	-	-	879	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	204	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	211	Inf	Inf	0.0%

Full Input Data And Results

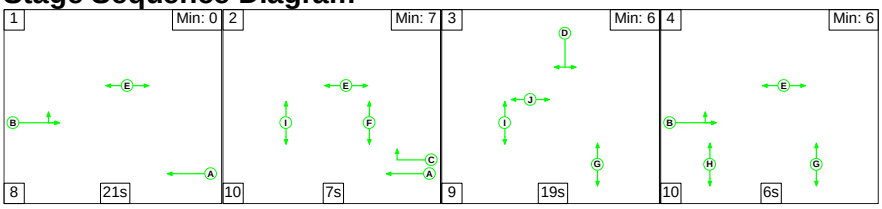
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**11.1**	**3.3**	**0.0**	**14.3**	**-**	**-**	**-**	**-**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**11.1**	**3.3**	**0.0**	**14.3**	**-**	**-**	**-**	**-**
1/1	512	512	-	-	-	3.6	1.3	-	4.9	34.5	11.1	1.3	12.4
1/2	36	36	-	-	-	0.3	0.1	-	0.4	40.9	0.8	0.1	0.9
2/1+2/2	661	661	-	-	-	4.0	0.7	-	4.7	25.4	6.6	0.7	7.3
3/1	435	435	-	-	-	3.2	1.2	-	4.4	36.0	9.4	1.2	10.6
4/1	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	204	204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 23.8 Total Delay for Signalled Lanes (pcuHr): 14.32 Cycle Time (s): 90
PRC Over All Lanes (%): 23.8 Total Delay Over All Lanes(pcuHr): 14.32

Full Input Data And Results

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'All Stages')

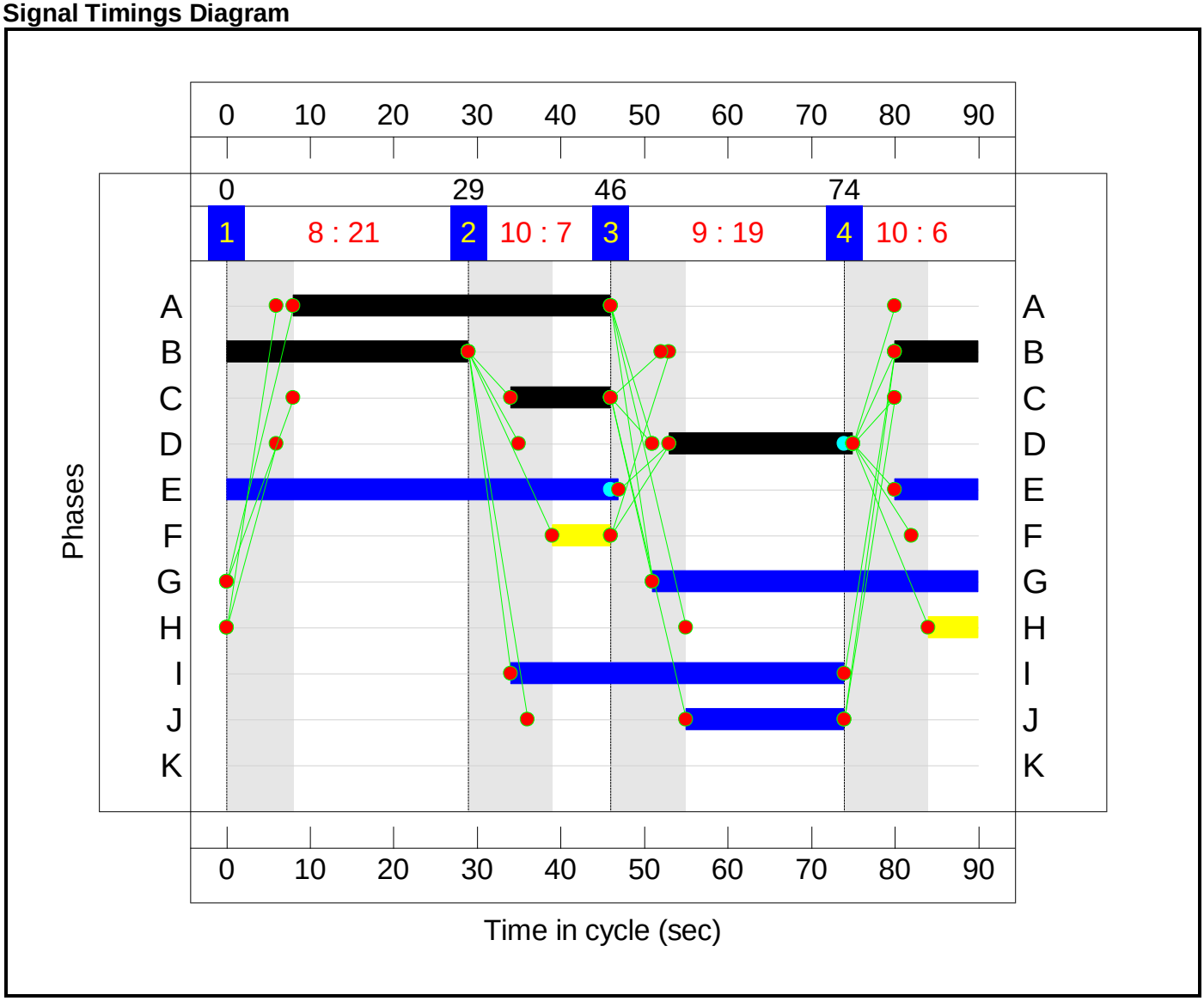
Stage Sequence Diagram



Stage Timings

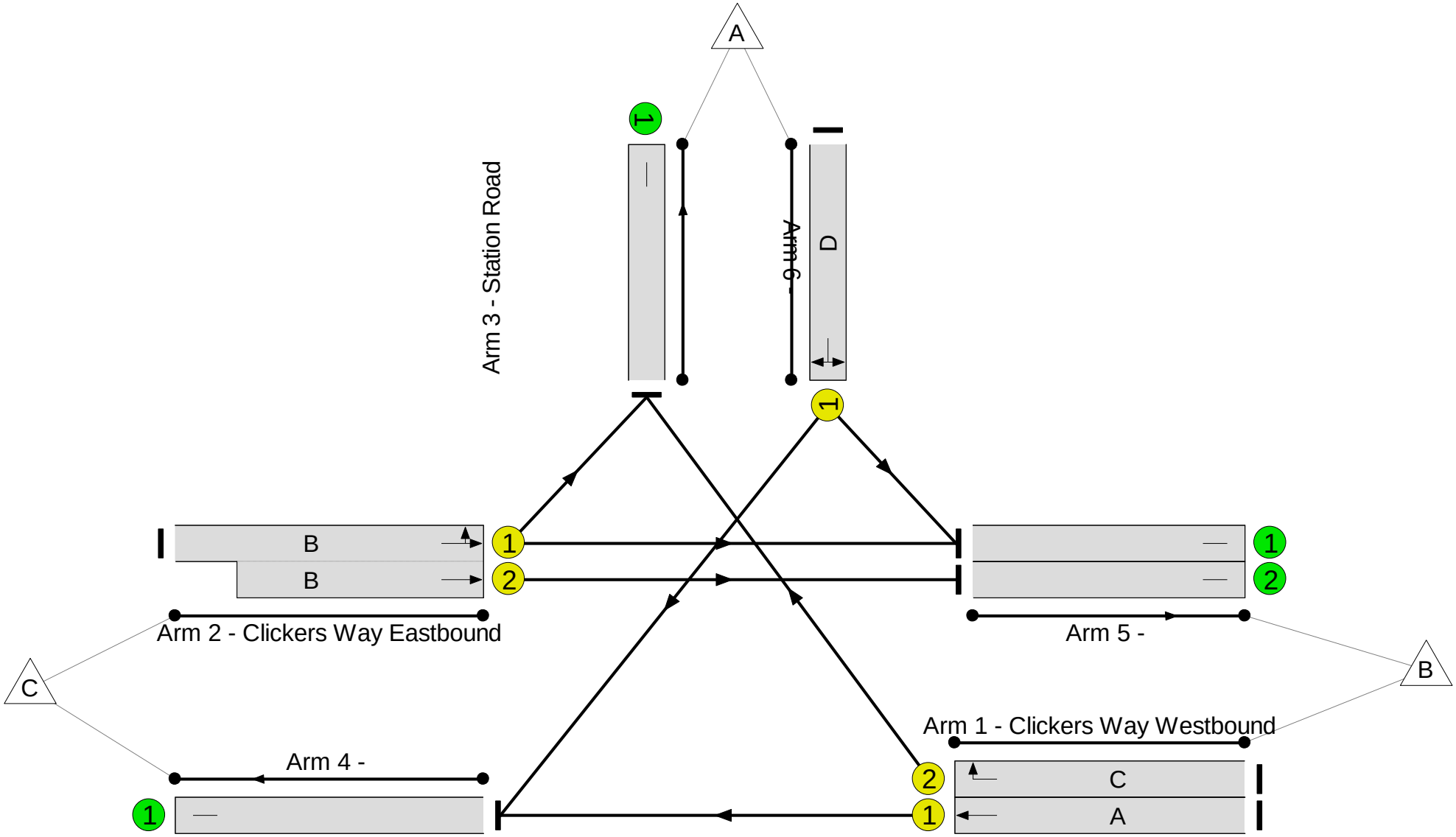
Stage	1	2	3	4
Duration	21	7	19	6
Change Point	0	29	46	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Validated against latest inspection timings

Clickers Way / Station Road, Earl Shilton

PRC: 54.7 %

Total Traffic Delay: 10.7 pcuHr

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.2%**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.2%**
1/1	Clickers Way Westbound Ahead	U	N/A	N/A	A		1	38	-	499	1980	858	58.2%
1/2	Clickers Way Westbound Right	U	N/A	N/A	C		1	12	-	58	1972	285	20.4%
2/1+2/2	Clickers Way Eastbound Ahead Left	U	N/A	N/A	B		1	39	-	707	1817:2120	591+687	55.3 : 55.3%
3/1	Station Road Right Left	U	N/A	N/A	D		1	22	-	263	1844	471	55.8%
4/1		U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	370	Inf	Inf	0.0%

Full Input Data And Results

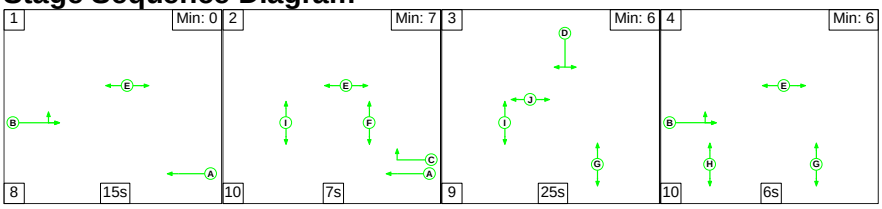
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**8.7**	**2.1**	**0.0**	**10.7**	**-**	**-**	**-**	**-**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**8.7**	**2.1**	**0.0**	**10.7**	**-**	**-**	**-**	**-**
1/1	499	499	-	-	-	2.7	0.7	-	3.4	24.3	9.4	0.7	10.1
1/2	58	58	-	-	-	0.5	0.1	-	0.7	41.9	1.3	0.1	1.4
2/1+2/2	707	707	-	-	-	3.3	0.6	-	3.9	20.1	6.3	0.6	7.0
3/1	263	263	-	-	-	2.1	0.6	-	2.8	37.7	5.7	0.6	6.3
4/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 54.7 Total Delay for Signalled Lanes (pcuHr): 10.74 Cycle Time (s): 90
PRC Over All Lanes (%): 54.7 Total Delay Over All Lanes(pcuHr): 10.74

Full Input Data And Results

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'All Stages')

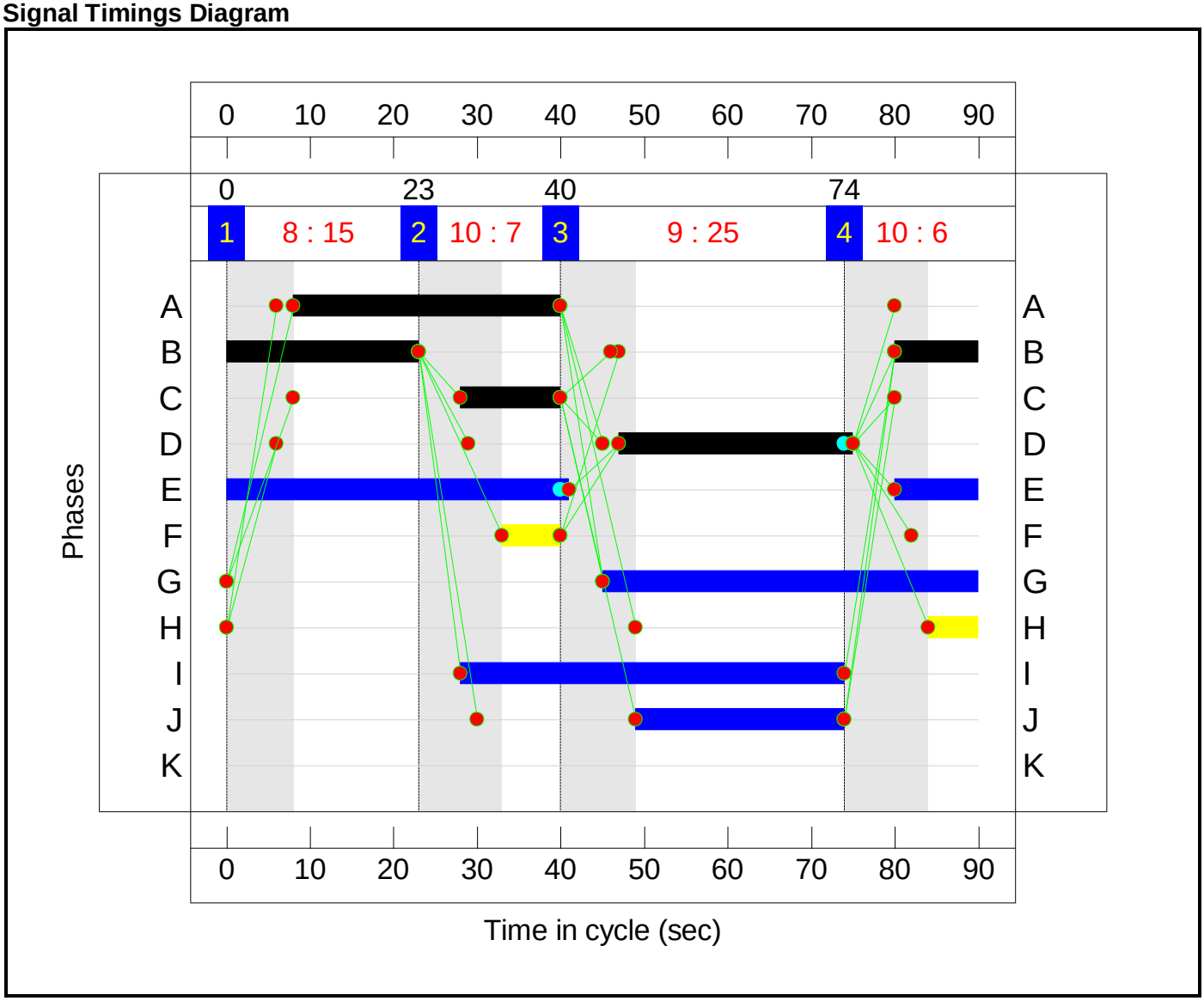
Stage Sequence Diagram



Stage Timings

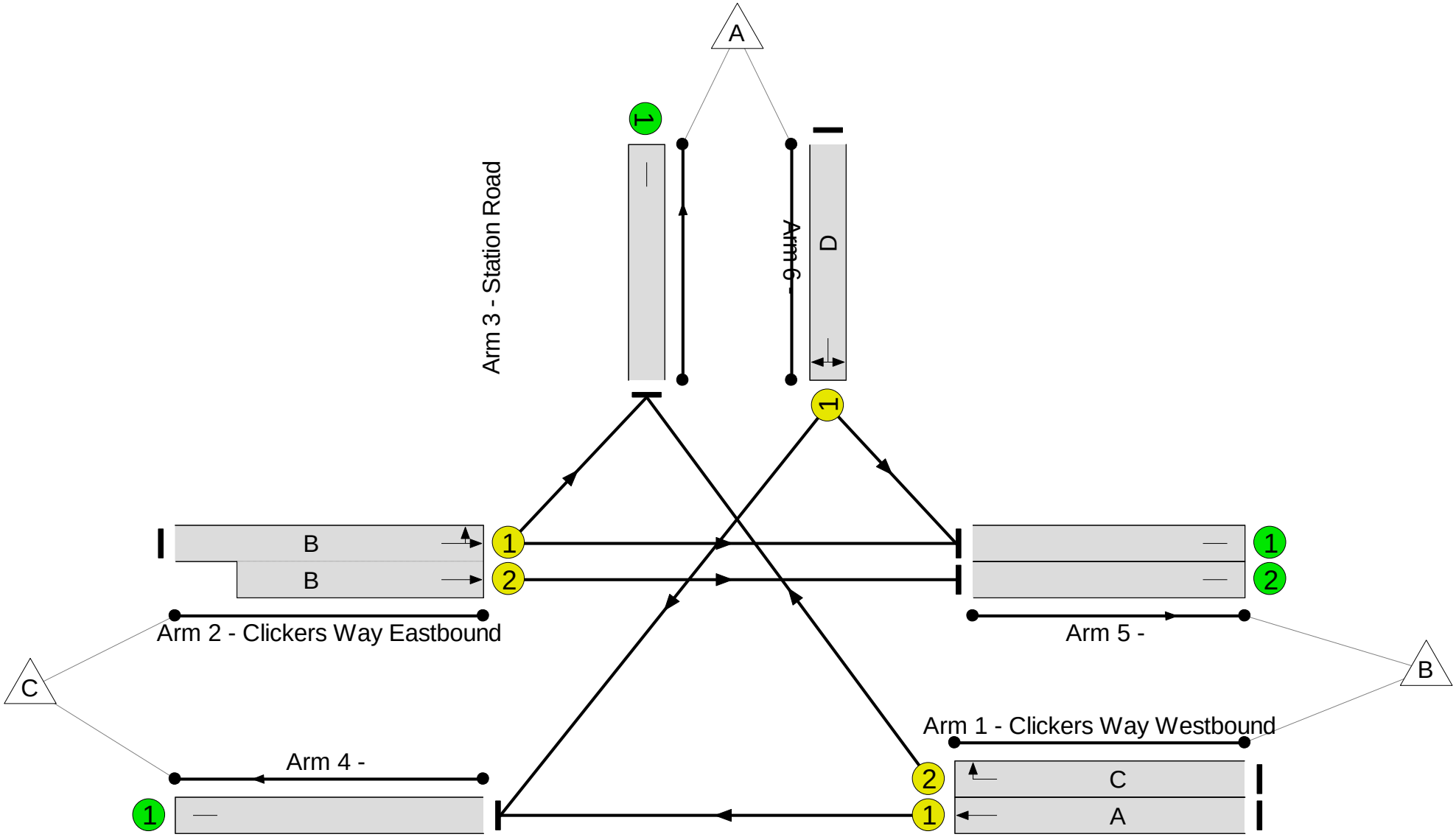
Stage	1	2	3	4
Duration	15	7	25	6
Change Point	0	23	40	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Clickers Way / Station Road, Earl Shilton

PRC: 17.9 %

Total Traffic Delay: 15.4 pcuHr

Validated against latest inspection timings

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.3%**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.3%**
1/1	Clickers Way Westbound Ahead	U	N/A	N/A	A		1	32	-	554	1980	726	76.3%
1/2	Clickers Way Westbound Right	U	N/A	N/A	C		1	12	-	36	1972	285	12.6%
2/1+2/2	Clickers Way Eastbound Ahead Left	U	N/A	N/A	B		1	33	-	676	1882:2120	548+617	58.1 : 58.1%
3/1	Station Road Right Left	U	N/A	N/A	D		1	28	-	448	1845	595	75.4%
4/1		U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	208	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	213	Inf	Inf	0.0%

Full Input Data And Results

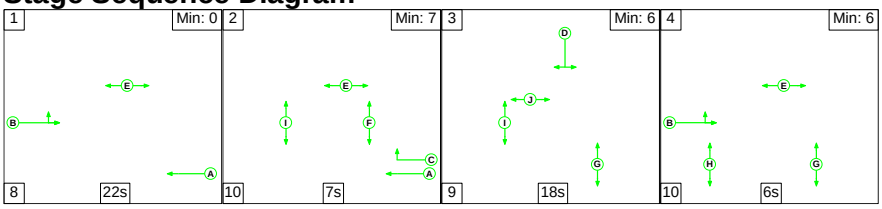
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**11.5**	**3.8**	**0.0**	**15.4**	**-**	**-**	**-**	**-**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**11.5**	**3.8**	**0.0**	**15.4**	**-**	**-**	**-**	**-**
1/1	554	554	-	-	-	3.9	1.6	-	5.4	35.3	12.2	1.6	13.7
1/2	36	36	-	-	-	0.3	0.1	-	0.4	40.9	0.8	0.1	0.9
2/1+2/2	676	676	-	-	-	3.9	0.7	-	4.6	24.6	6.7	0.7	7.4
3/1	448	448	-	-	-	3.4	1.5	-	4.9	39.3	10.0	1.5	11.5
4/1	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	213	213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 17.9 Total Delay for Signalled Lanes (pcuHr): 15.37 Cycle Time (s): 90
PRC Over All Lanes (%): 17.9 Total Delay Over All Lanes(pcuHr): 15.37

Full Input Data And Results

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'All Stages')

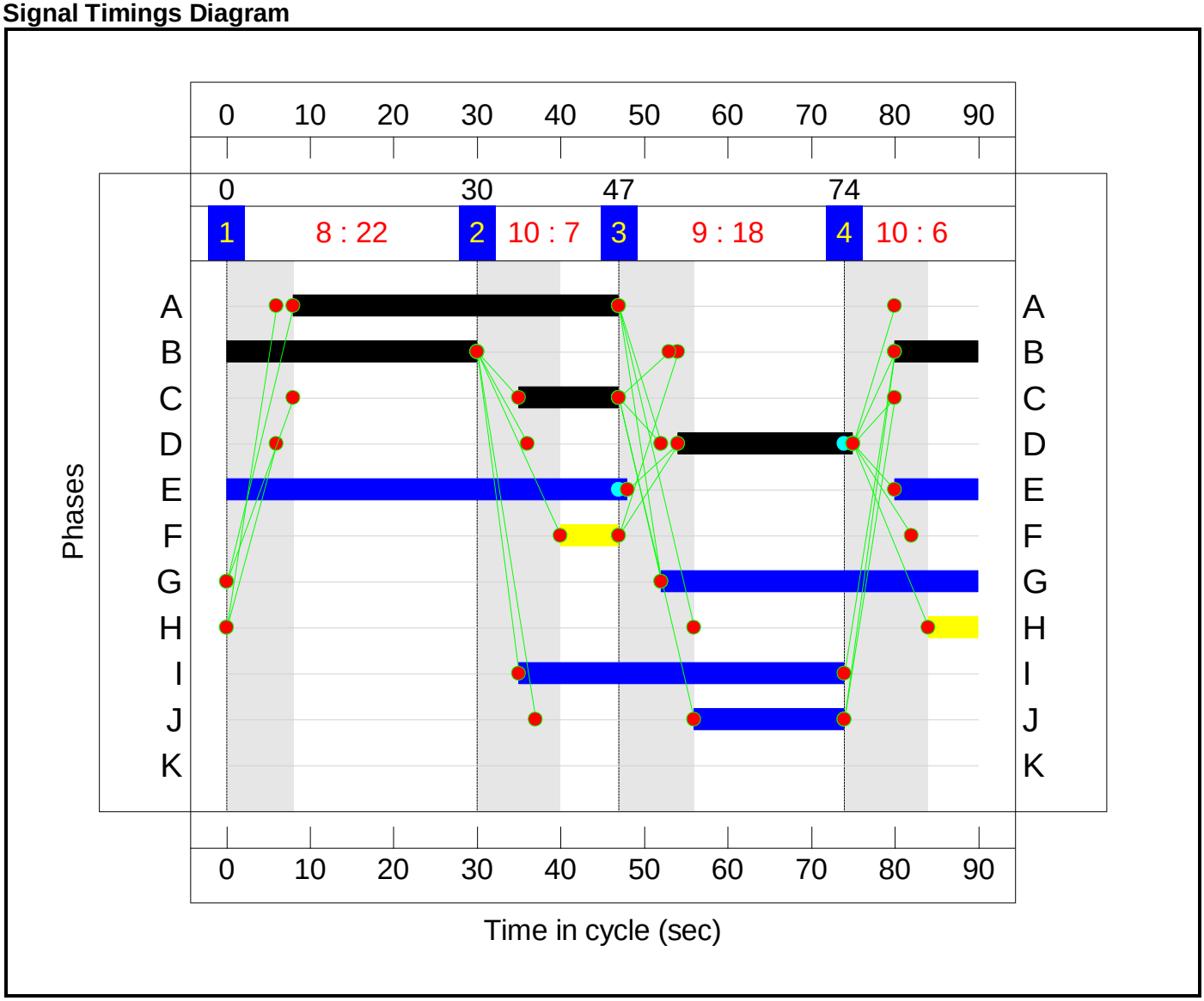
Stage Sequence Diagram



Stage Timings

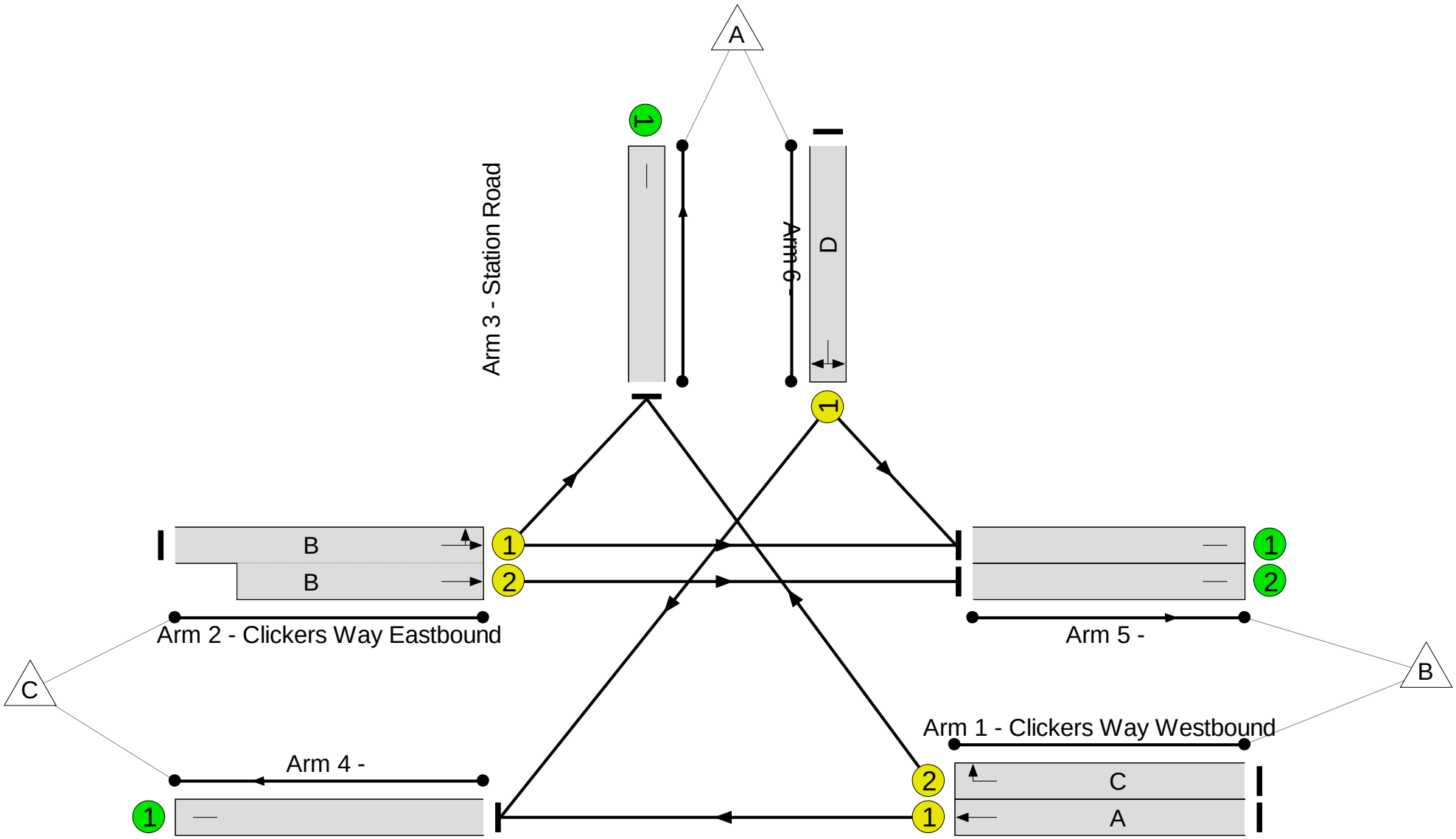
Stage	1	2	3	4
Duration	22	7	18	6
Change Point	0	30	47	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Clickers Way / Station Road, Earl Shilton

PRC: 48.6 %

Total Traffic Delay: 11.5 pcuHr

Validated against latest inspection timings

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.6%**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.6%**
1/1	Clickers Way Westbound Ahead	U	N/A	N/A	A		1	39	-	523	1980	880	59.4%
1/2	Clickers Way Westbound Right	U	N/A	N/A	C		1	12	-	57	1972	285	20.0%
2/1+2/2	Clickers Way Eastbound Ahead Left	U	N/A	N/A	B		1	40	-	771	1825:2120	603+699	59.2 : 59.2%
3/1	Station Road Right Left	U	N/A	N/A	D		1	21	-	273	1844	451	60.6%
4/1		U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	65	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	414	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%

Full Input Data And Results

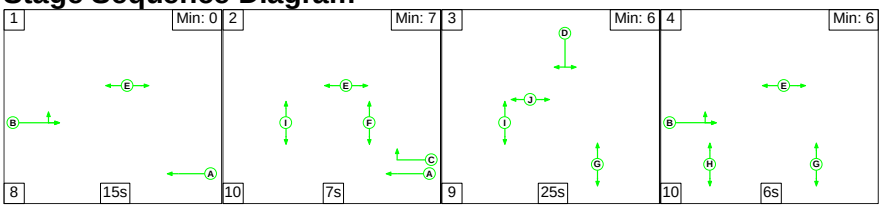
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**9.1**	**2.3**	**0.0**	**11.5**	**-**	**-**	**-**	**-**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**9.1**	**2.3**	**0.0**	**11.5**	**-**	**-**	**-**	**-**
1/1	523	523	-	-	-	2.7	0.7	-	3.5	23.9	9.7	0.7	10.5
1/2	57	57	-	-	-	0.5	0.1	-	0.7	41.8	1.3	0.1	1.4
2/1+2/2	771	771	-	-	-	3.6	0.7	-	4.3	20.0	6.9	0.7	7.6
3/1	273	273	-	-	-	2.3	0.8	-	3.0	40.2	6.0	0.8	6.8
4/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	65	65	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 48.6 Total Delay for Signalled Lanes (pcuHr): 11.46 Cycle Time (s): 90
PRC Over All Lanes (%): 48.6 Total Delay Over All Lanes(pcuHr): 11.46

Full Input Data And Results

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'All Stages')

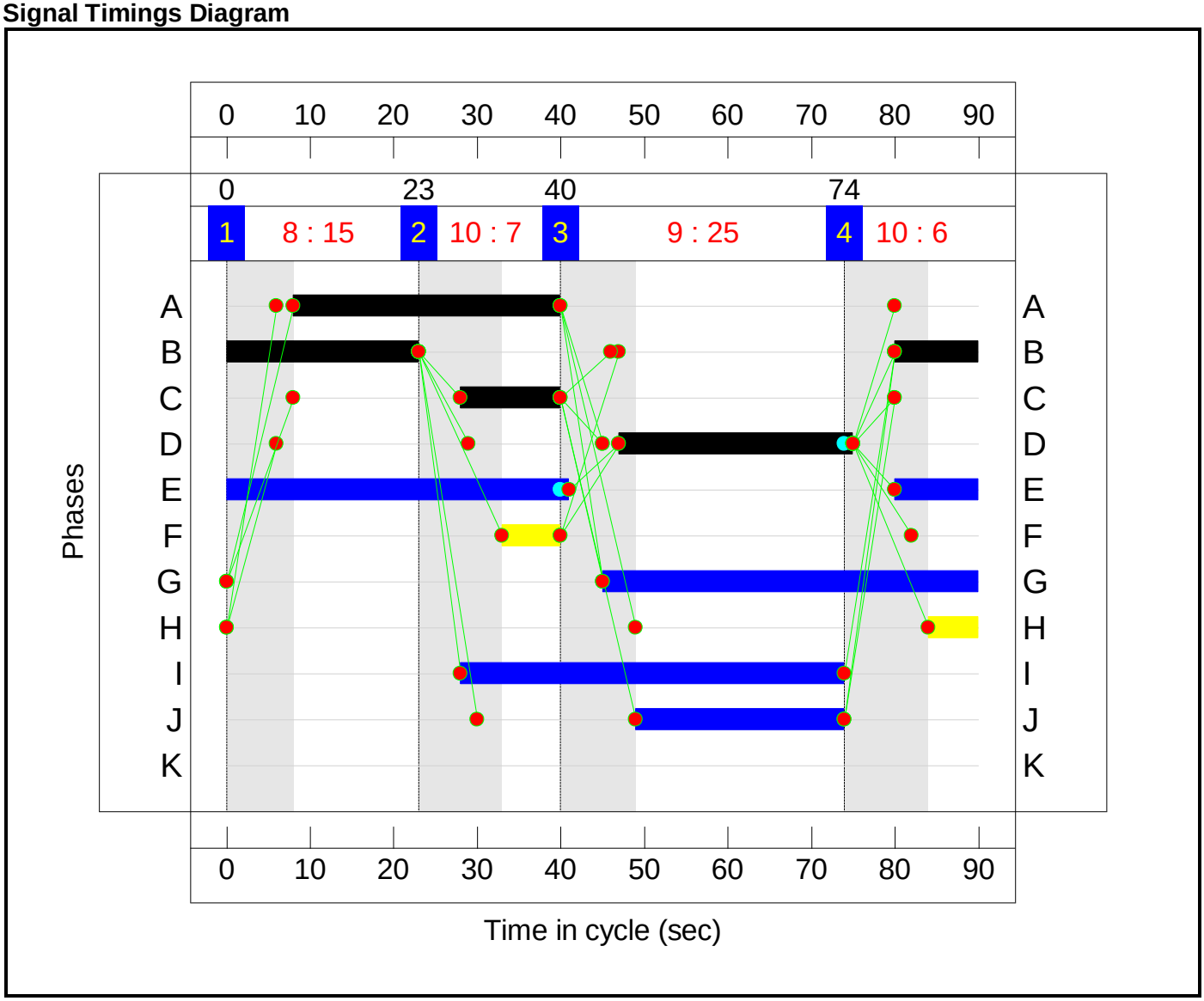
Stage Sequence Diagram



Stage Timings

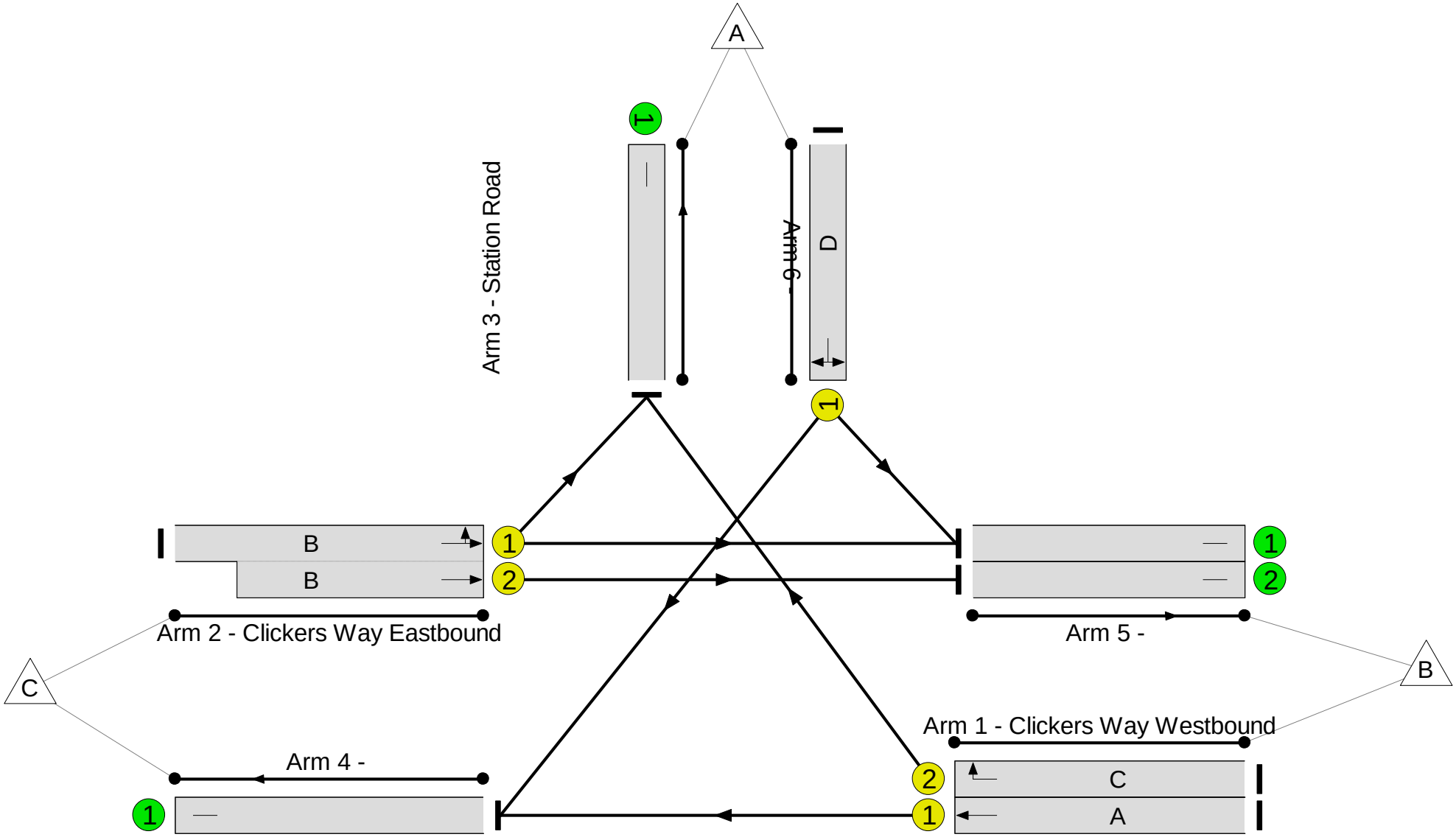
Stage	1	2	3	4
Duration	15	7	25	6
Change Point	0	23	40	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Validated against latest inspection timings

Clickers Way / Station Road, Earl Shilton
PRC: 11.9 %
Total Traffic Delay: 17.4 pcuHr

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.4%**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.4%**
1/1	Clickers Way Westbound Ahead	U	N/A	N/A	A		1	32	-	584	1980	726	80.4%
1/2	Clickers Way Westbound Right	U	N/A	N/A	C		1	12	-	35	1972	285	12.3%
2/1+2/2	Clickers Way Eastbound Ahead Left	U	N/A	N/A	B		1	33	-	759	1887:2120	548+617	65.2 : 65.2%
3/1	Station Road Right Left	U	N/A	N/A	D		1	28	-	467	1845	595	78.6%
4/1		U	N/A	N/A	-		-	-	-	985	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	223	Inf	Inf	0.0%

Full Input Data And Results

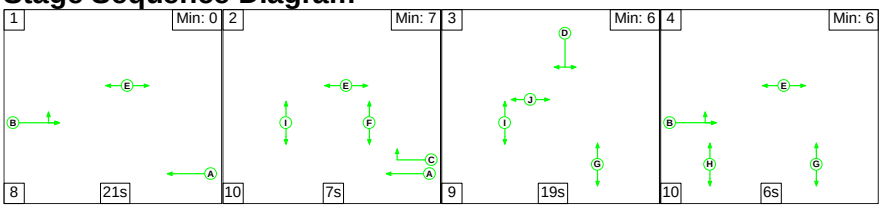
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**12.6**	**4.8**	**0.0**	**17.4**	**-**	**-**	**-**	**-**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**12.6**	**4.8**	**0.0**	**17.4**	**-**	**-**	**-**	**-**
1/1	584	584	-	-	-	4.2	2.0	-	6.2	37.9	13.0	2.0	15.0
1/2	35	35	-	-	-	0.3	0.1	-	0.4	40.8	0.8	0.1	0.8
2/1+2/2	759	759	-	-	-	4.5	0.9	-	5.5	25.9	7.7	0.9	8.6
3/1	467	467	-	-	-	3.6	1.8	-	5.4	41.4	10.5	1.8	12.3
4/1	985	985	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 11.9 Total Delay for Signalled Lanes (pcuHr): 17.39 Cycle Time (s): 90
PRC Over All Lanes (%): 11.9 Total Delay Over All Lanes(pcuHr): 17.39

Full Input Data And Results

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'All Stages')

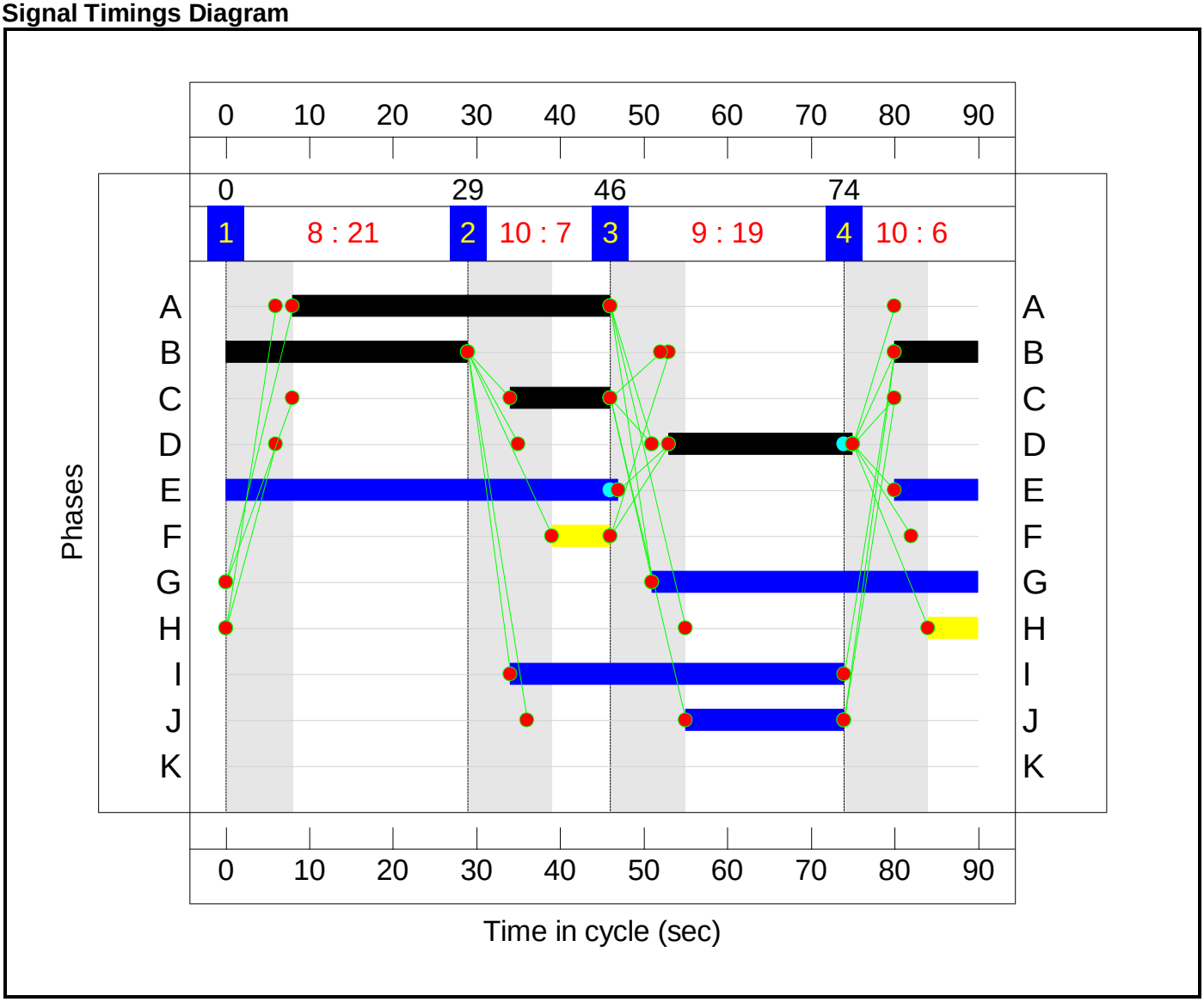
Stage Sequence Diagram



Stage Timings

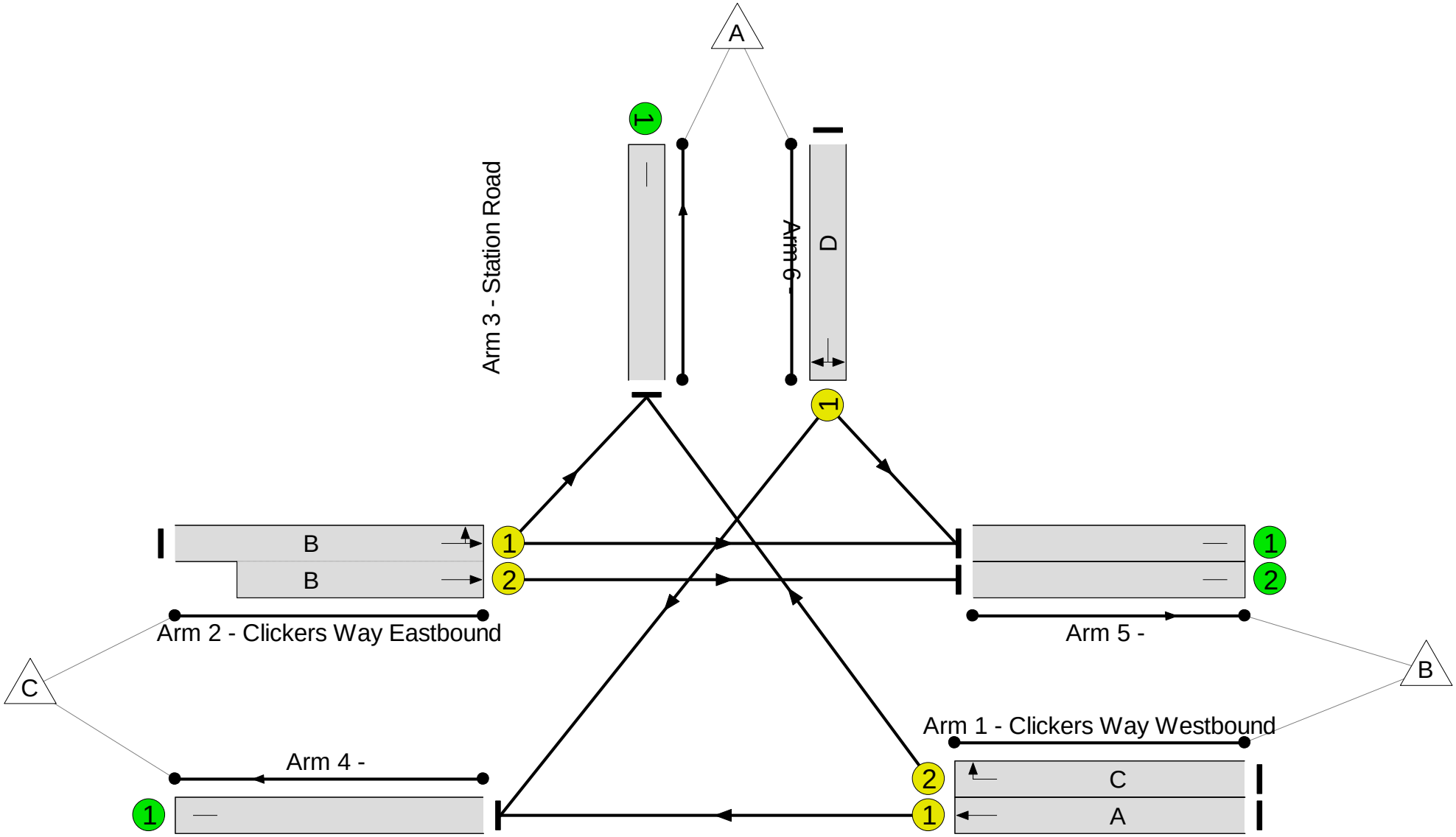
Stage	1	2	3	4
Duration	21	7	19	6
Change Point	0	29	46	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Clickers Way / Station Road, Earl Shilton

PRC: 36.4 %

Total Traffic Delay: 13.1 pcuHr

Validated against latest inspection timings

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.0%**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.0%**
1/1	Clickers Way Westbound Ahead	U	N/A	N/A	A		1	38	-	566	1980	858	66.0%
1/2	Clickers Way Westbound Right	U	N/A	N/A	C		1	12	-	62	1972	285	21.8%
2/1+2/2	Clickers Way Eastbound Ahead Left	U	N/A	N/A	B		1	39	-	825	1810:2120	613+681	63.8 : 63.8%
3/1	Station Road Right Left	U	N/A	N/A	D		1	22	-	300	1844	471	63.7%
4/1		U	N/A	N/A	-		-	-	-	837	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	29	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%

Full Input Data And Results

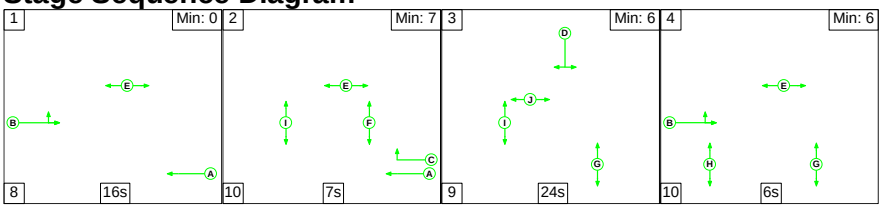
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**10.3**	**2.8**	**0.0**	**13.1**	**-**	**-**	**-**	**-**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**10.3**	**2.8**	**0.0**	**13.1**	**-**	**-**	**-**	**-**
1/1	566	566	-	-	-	3.2	1.0	-	4.1	26.4	11.2	1.0	12.1
1/2	62	62	-	-	-	0.6	0.1	-	0.7	42.1	1.4	0.1	1.5
2/1+2/2	825	825	-	-	-	4.0	0.9	-	4.9	21.4	7.5	0.9	8.4
3/1	300	300	-	-	-	2.5	0.9	-	3.3	40.2	6.7	0.9	7.5
4/1	837	837	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 36.4 Total Delay for Signalled Lanes (pcuHr): 13.13 Cycle Time (s): 90
PRC Over All Lanes (%): 36.4 Total Delay Over All Lanes(pcuHr): 13.13

Full Input Data And Results

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'All Stages')

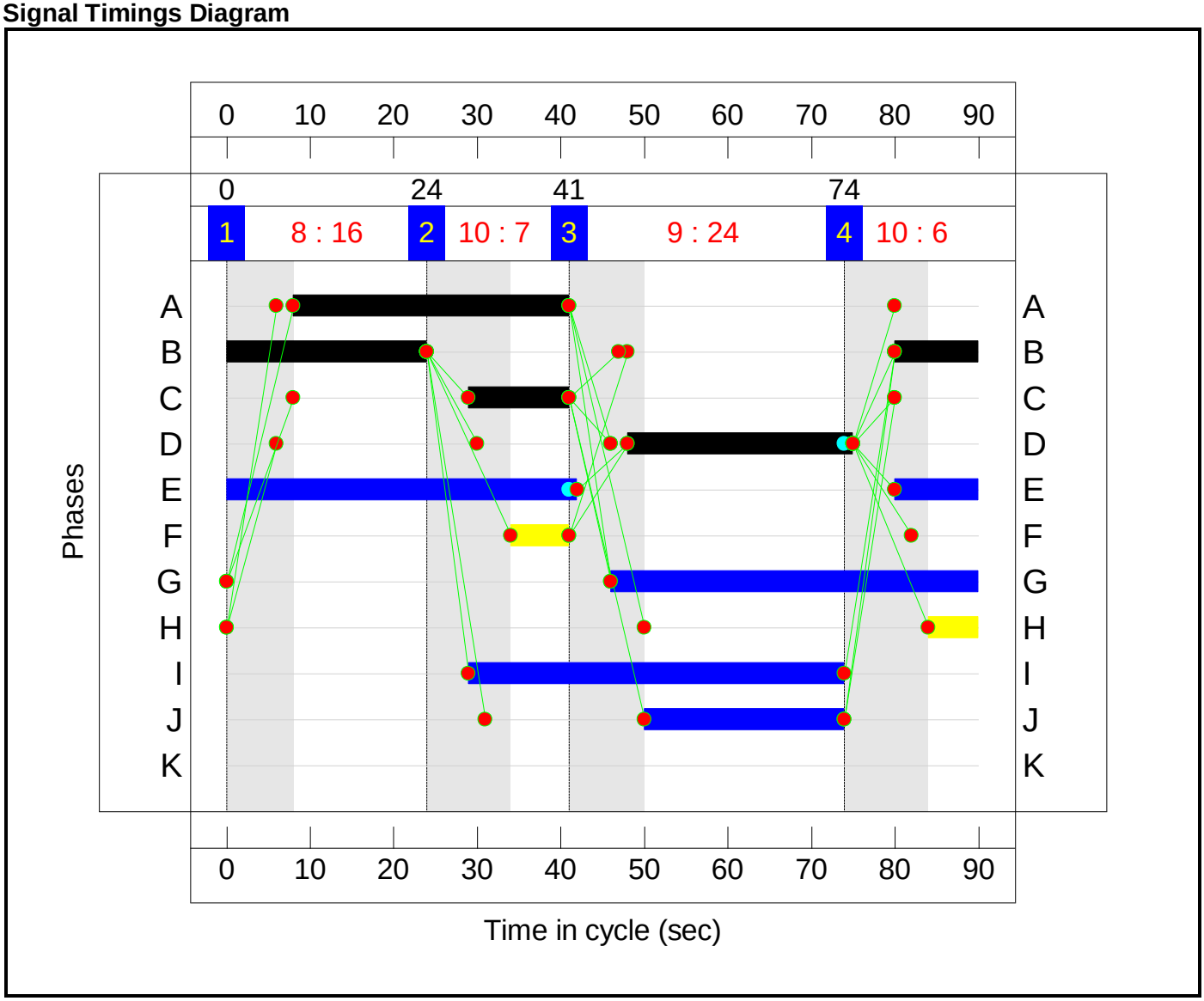
Stage Sequence Diagram



Stage Timings

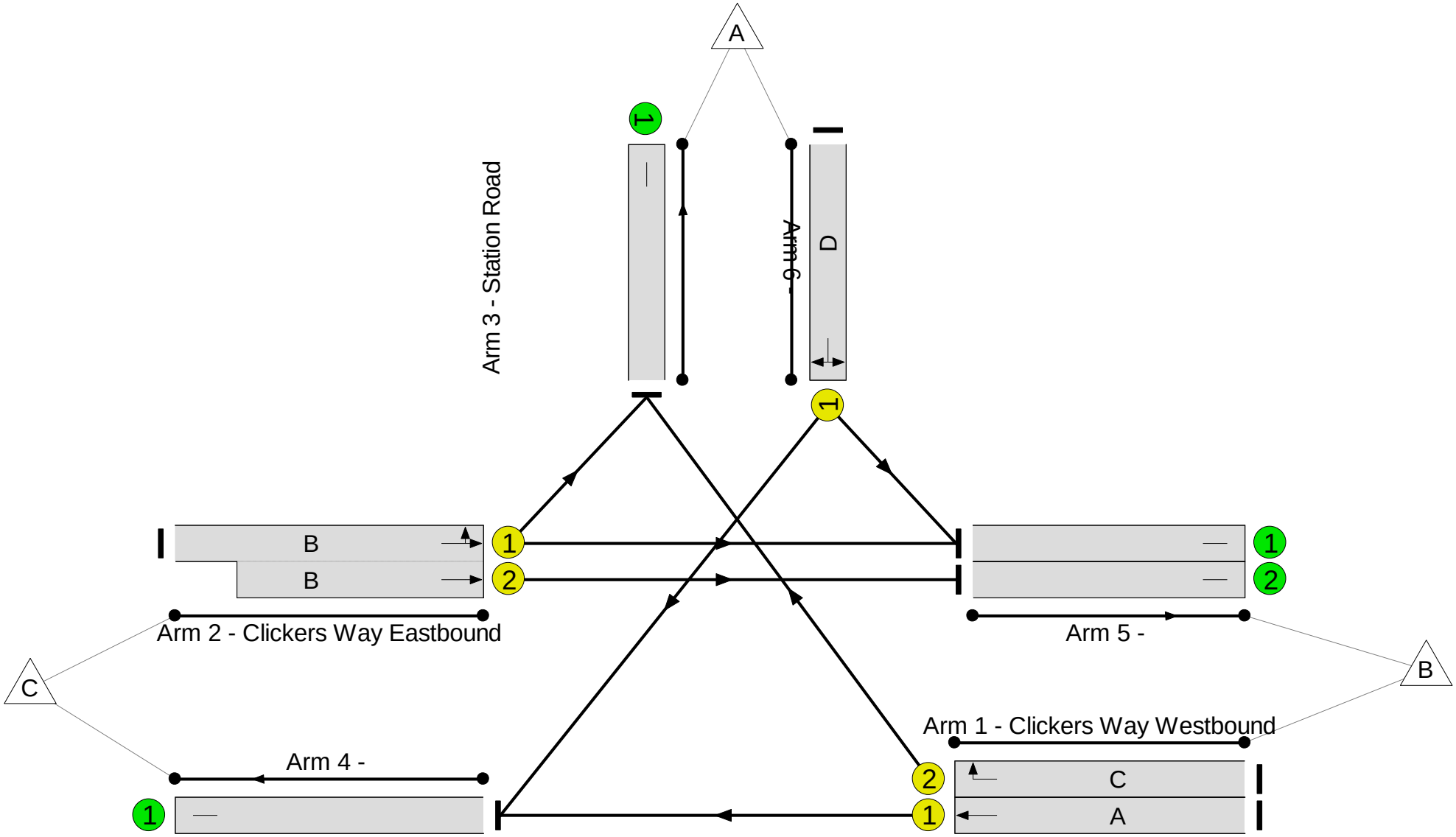
Stage	1	2	3	4
Duration	16	7	24	6
Change Point	0	24	41	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Validated against latest inspection timings

Clickers Way / Station Road, Earl Shilton

PRC: 9.2 %

Total Traffic Delay: 17.7 pcuHr

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.4%**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.4%**
1/1	Clickers Way Westbound Ahead	U	N/A	N/A	A		1	33	-	605	1980	748	80.9%
1/2	Clickers Way Westbound Right	U	N/A	N/A	C		1	12	-	35	1972	285	12.3%
2/1+2/2	Clickers Way Eastbound Ahead Left	U	N/A	N/A	B		1	34	-	740	1888:2120	561+628	62.2 : 62.2%
3/1	Station Road Right Left	U	N/A	N/A	D		1	27	-	473	1845	574	82.4%
4/1		U	N/A	N/A	-		-	-	-	1011	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	391	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%

Full Input Data And Results

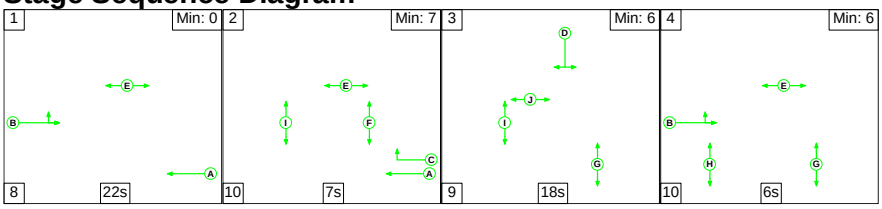
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**12.6**	**5.2**	**0.0**	**17.7**	**-**	**-**	**-**	**-**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**12.6**	**5.2**	**0.0**	**17.7**	**-**	**-**	**-**	**-**
1/1	605	605	-	-	-	4.2	2.1	-	6.3	37.3	13.4	2.1	15.5
1/2	35	35	-	-	-	0.3	0.1	-	0.4	40.8	0.8	0.1	0.8
2/1+2/2	740	740	-	-	-	4.2	0.8	-	5.1	24.6	7.3	0.8	8.1
3/1	473	473	-	-	-	3.8	2.2	-	6.0	45.8	10.9	2.2	13.1
4/1	1011	1011	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	391	391	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.2 Total Delay for Signalled Lanes (pcuHr): 17.74 Cycle Time (s): 90
PRC Over All Lanes (%): 9.2 Total Delay Over All Lanes(pcuHr): 17.74

Full Input Data And Results

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'All Stages')

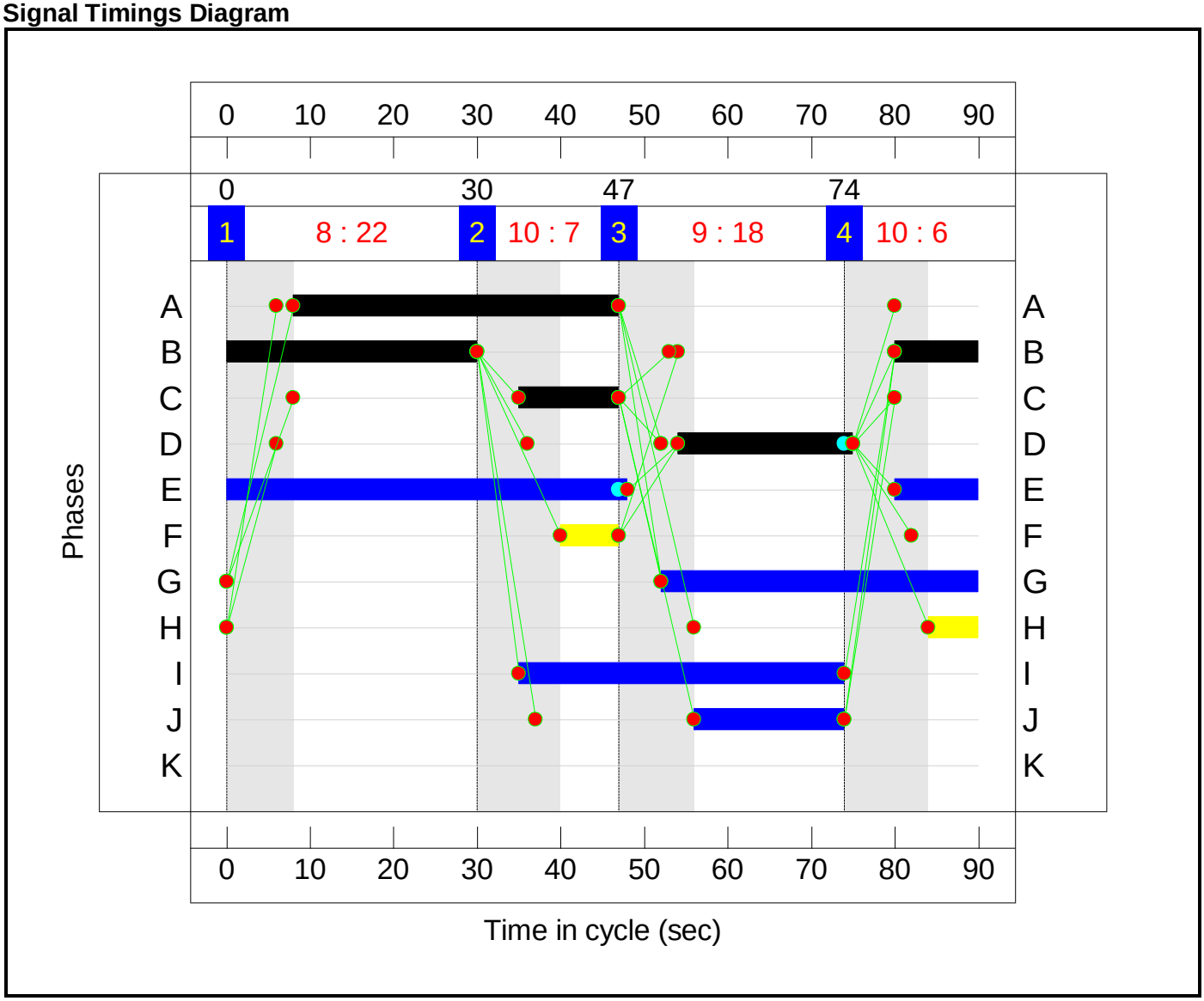
Stage Sequence Diagram



Stage Timings

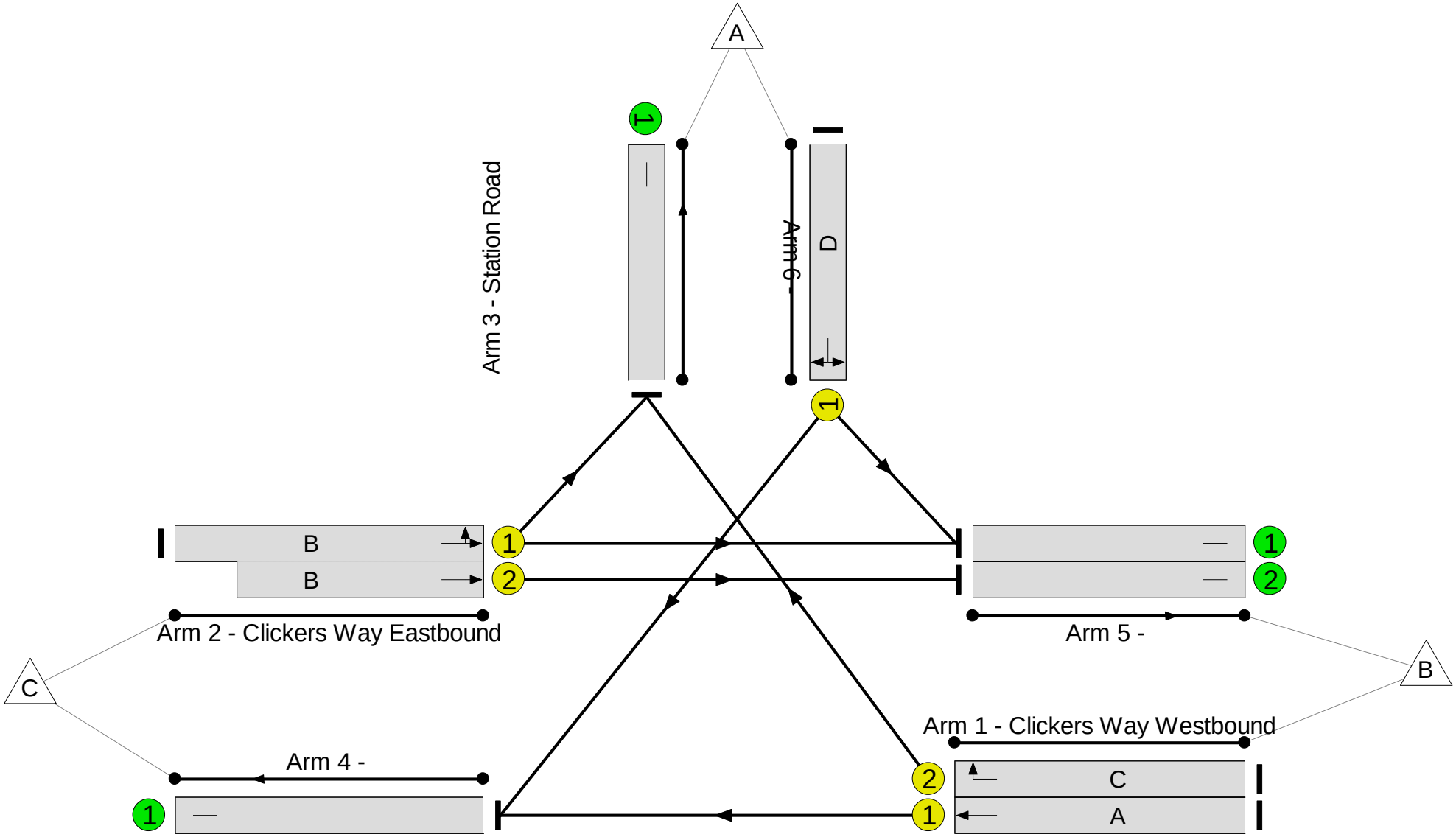
Stage	1	2	3	4
Duration	22	7	18	6
Change Point	0	30	47	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Clickers Way / Station Road, Earl Shilton

PRC: 39.4 %

Total Traffic Delay: 12.8 pcuHr

Validated against latest inspection timings

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.6%**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.6%**
1/1	Clickers Way Westbound Ahead	U	N/A	N/A	A		1	39	-	557	1980	880	63.3%
1/2	Clickers Way Westbound Right	U	N/A	N/A	C		1	12	-	61	1972	285	21.4%
2/1+2/2	Clickers Way Eastbound Ahead Left	U	N/A	N/A	B		1	40	-	845	1810:2120	637+689	63.7 : 63.7%
3/1	Station Road Right Left	U	N/A	N/A	D		1	21	-	291	1844	451	64.6%
4/1		U	N/A	N/A	-		-	-	-	821	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	27	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%

Full Input Data And Results

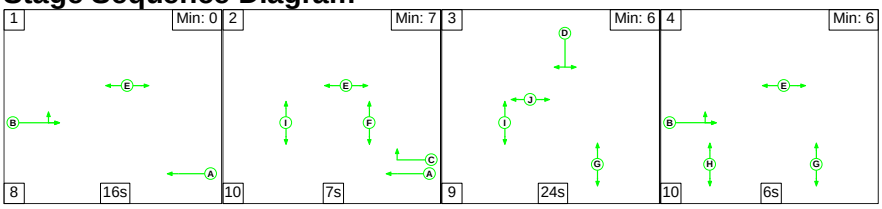
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**10.0**	**2.8**	**0.0**	**12.8**	**-**	**-**	**-**	**-**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**10.0**	**2.8**	**0.0**	**12.8**	**-**	**-**	**-**	**-**
1/1	557	557	-	-	-	3.0	0.9	-	3.8	24.9	10.7	0.9	11.5
1/2	61	61	-	-	-	0.6	0.1	-	0.7	42.1	1.3	0.1	1.5
2/1+2/2	845	845	-	-	-	4.0	0.9	-	4.9	20.7	7.4	0.9	8.3
3/1	291	291	-	-	-	2.5	0.9	-	3.4	41.6	6.5	0.9	7.4
4/1	821	821	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 39.4 Total Delay for Signalled Lanes (pcuHr): 12.79 Cycle Time (s): 90
PRC Over All Lanes (%): 39.4 Total Delay Over All Lanes(pcuHr): 12.79

Full Input Data And Results

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'All Stages')

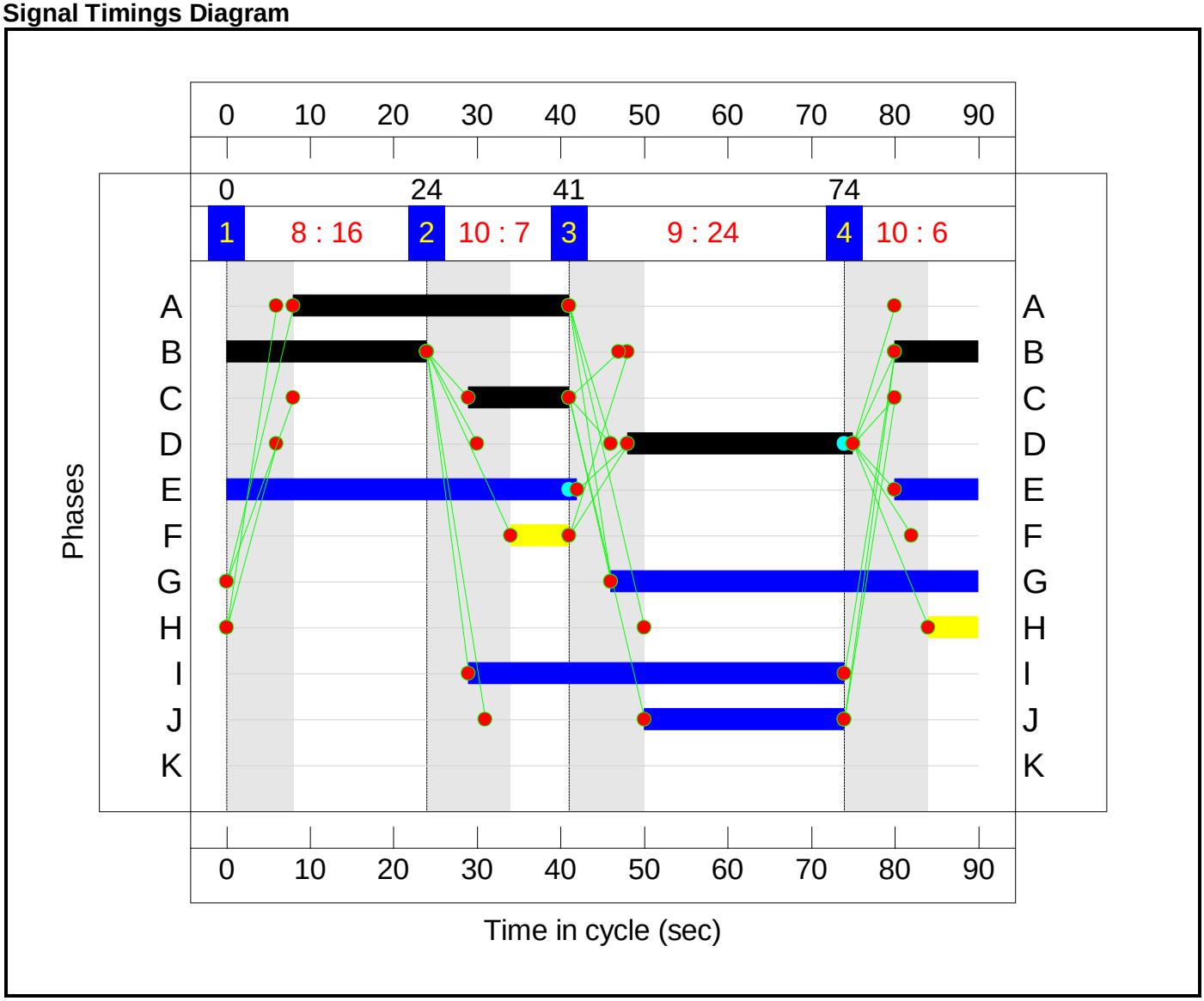
Stage Sequence Diagram



Stage Timings

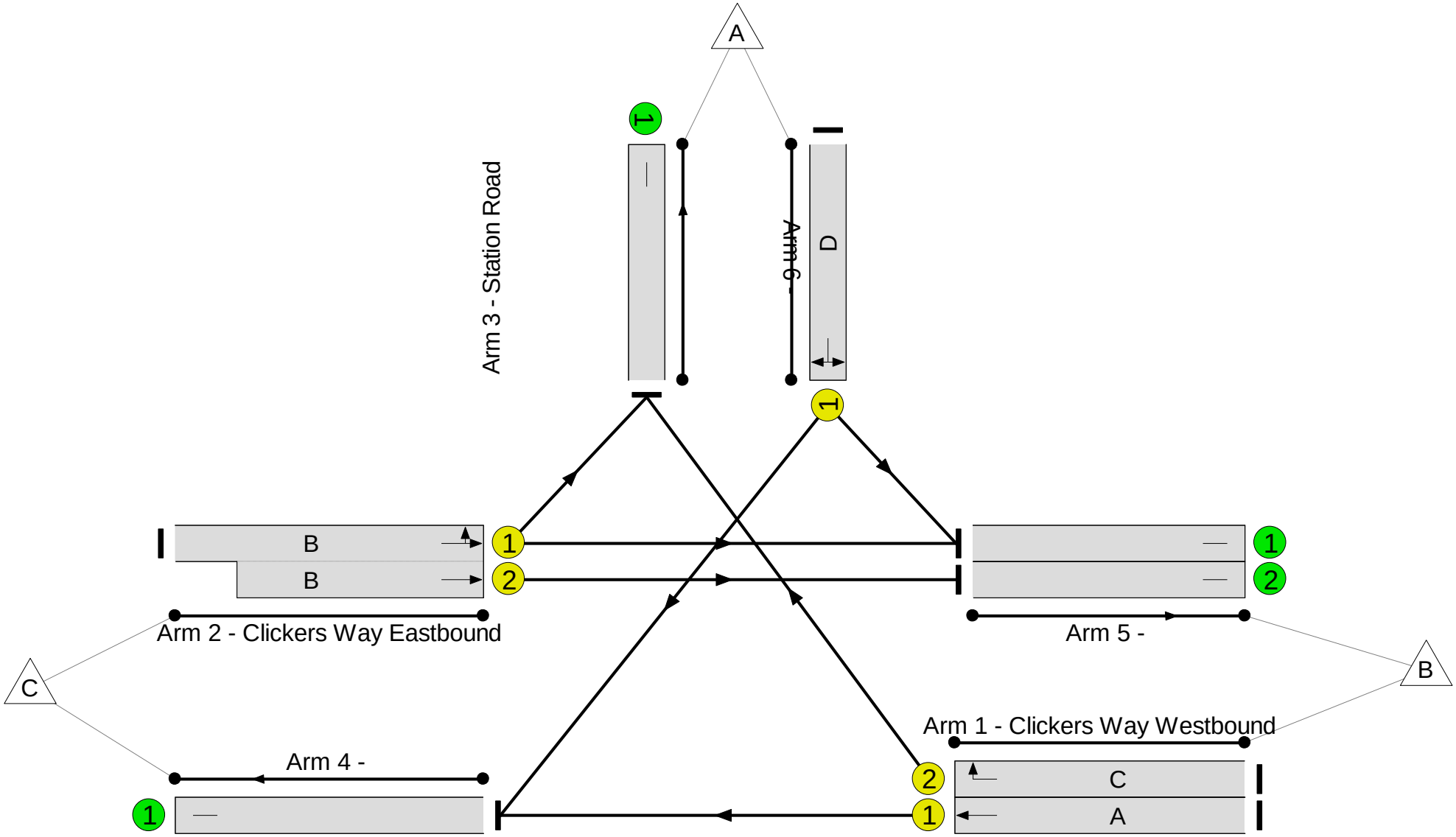
Stage	1	2	3	4
Duration	16	7	24	6
Change Point	0	24	41	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Clickers Way / Station Road, Earl Shilton

PRC: 7.5 %

Total Traffic Delay: 18.4 pcuHr

Validated against latest inspection timings

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**
1/1	Clickers Way Westbound Ahead	U	N/A	N/A	A		1	33	-	626	1980	748	83.7%
1/2	Clickers Way Westbound Right	U	N/A	N/A	C		1	12	-	35	1972	285	12.3%
2/1+2/2	Clickers Way Eastbound Ahead Left	U	N/A	N/A	B		1	34	-	751	1887:2120	560+628	63.2 : 63.2%
3/1	Station Road Right Left	U	N/A	N/A	D		1	27	-	471	1845	574	82.1%
4/1		U	N/A	N/A	-		-	-	-	1030	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%

Full Input Data And Results

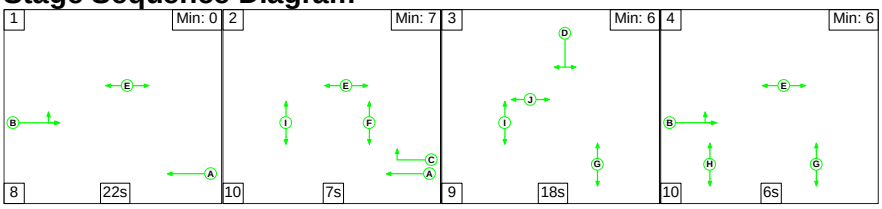
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**12.8**	**5.6**	**0.0**	**18.4**	**-**	**-**	**-**	**-**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**12.8**	**5.6**	**0.0**	**18.4**	**-**	**-**	**-**	**-**
1/1	626	626	-	-	-	4.4	2.5	-	6.9	39.7	14.1	2.5	16.6
1/2	35	35	-	-	-	0.3	0.1	-	0.4	40.8	0.8	0.1	0.8
2/1+2/2	751	751	-	-	-	4.3	0.9	-	5.2	24.8	7.4	0.9	8.2
3/1	471	471	-	-	-	3.8	2.2	-	5.9	45.4	10.9	2.2	13.1
4/1	1030	1030	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 7.5 Total Delay for Signalled Lanes (pcuHr): 18.41 Cycle Time (s): 90
PRC Over All Lanes (%): 7.5 Total Delay Over All Lanes(pcuHr): 18.41

Full Input Data And Results

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'All Stages')

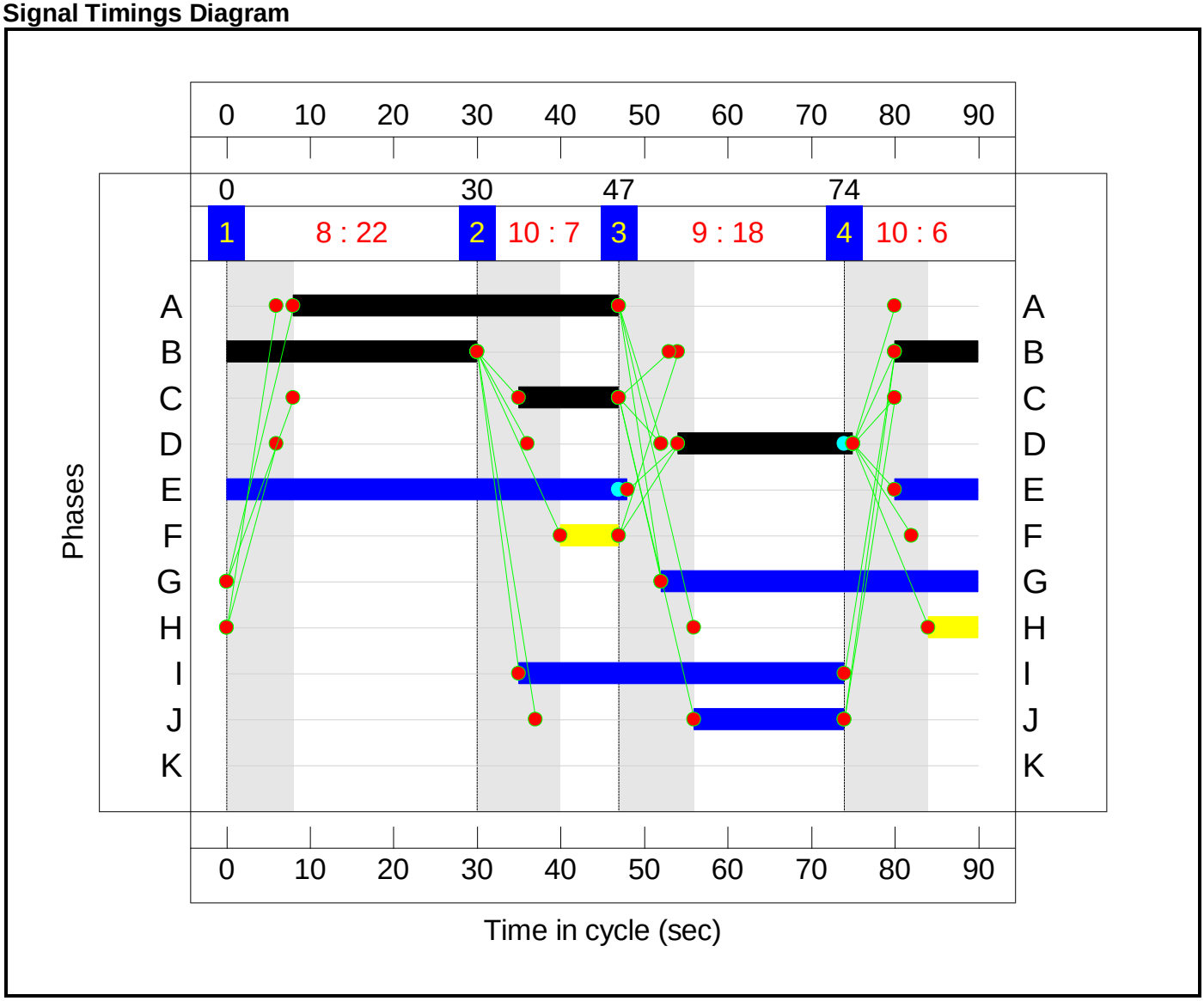
Stage Sequence Diagram



Stage Timings

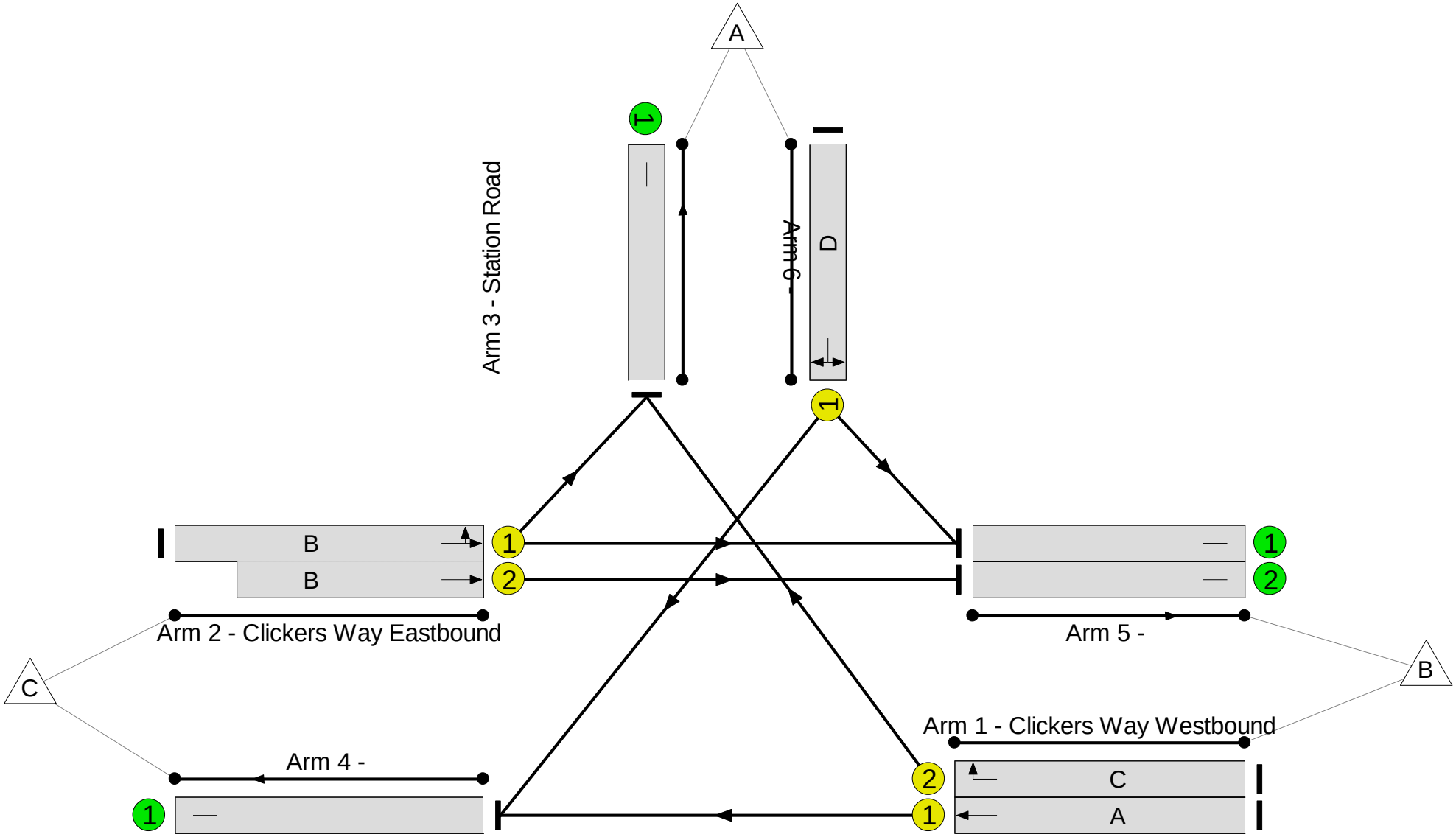
Stage	1	2	3	4
Duration	22	7	18	6
Change Point	0	30	47	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Validated against latest inspection timings

Clickers Way / Station Road, Earl Shilton
PRC: 34.4 %
Total Traffic Delay: 13.5 pcuHr

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/1	Clickers Way Westbound Ahead	U	N/A	N/A	A		1	39	-	579	1980	880	65.8%
1/2	Clickers Way Westbound Right	U	N/A	N/A	C		1	12	-	59	1972	285	20.7%
2/1+2/2	Clickers Way Eastbound Ahead Left	U	N/A	N/A	B		1	40	-	871	1812:2120	603+698	66.9 : 66.9%
3/1	Station Road Right Left	U	N/A	N/A	D		1	21	-	301	1844	451	66.8%
4/1		U	N/A	N/A	-		-	-	-	851	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	33	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	459	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: Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**10.4**	**3.1**	**0.0**	**13.5**	**-**	**-**	**-**	**-**
Clickers Way / Station Road, Earl Shilton	**-**	**-**	**0**	**0**	**0**	**10.4**	**3.1**	**0.0**	**13.5**	**-**	**-**	**-**	**-**
1/1	579	579	-	-	-	3.2	1.0	-	4.1	25.6	11.3	1.0	12.2
1/2	59	59	-	-	-	0.6	0.1	-	0.7	42.0	1.3	0.1	1.4
2/1+2/2	871	871	-	-	-	4.1	1.0	-	5.2	21.3	8.0	1.0	9.1
3/1	301	301	-	-	-	2.6	1.0	-	3.6	42.6	6.8	1.0	7.8
4/1	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	33	33	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

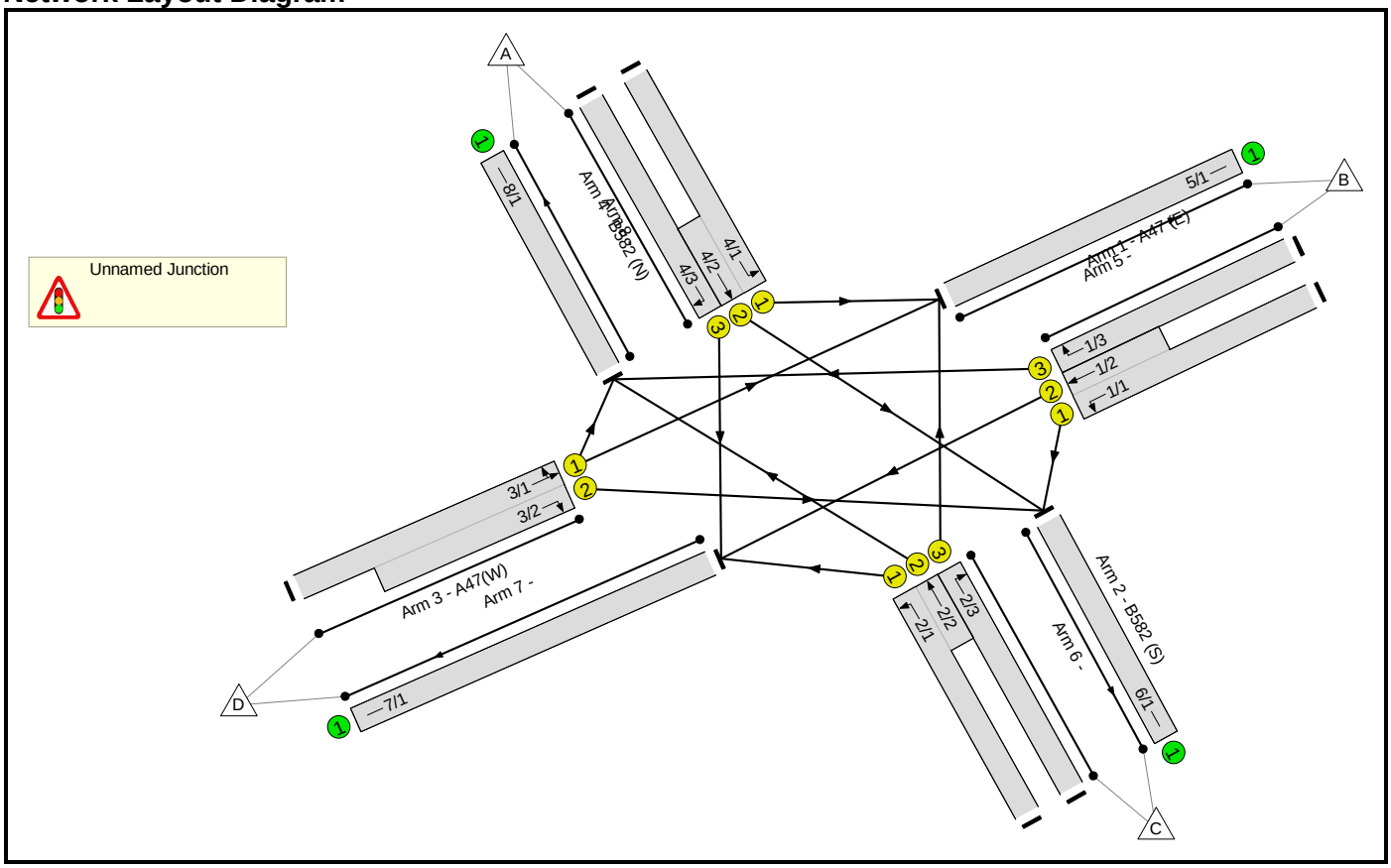
C1 PRC for Signalled Lanes (%): 34.4 Total Delay for Signalled Lanes (pcuHr): 13.51 Cycle Time (s): 90
PRC Over All Lanes (%): 34.4 Total Delay Over All Lanes(pcuHr): 13.51

Full Input Data And Results

User and Project Details

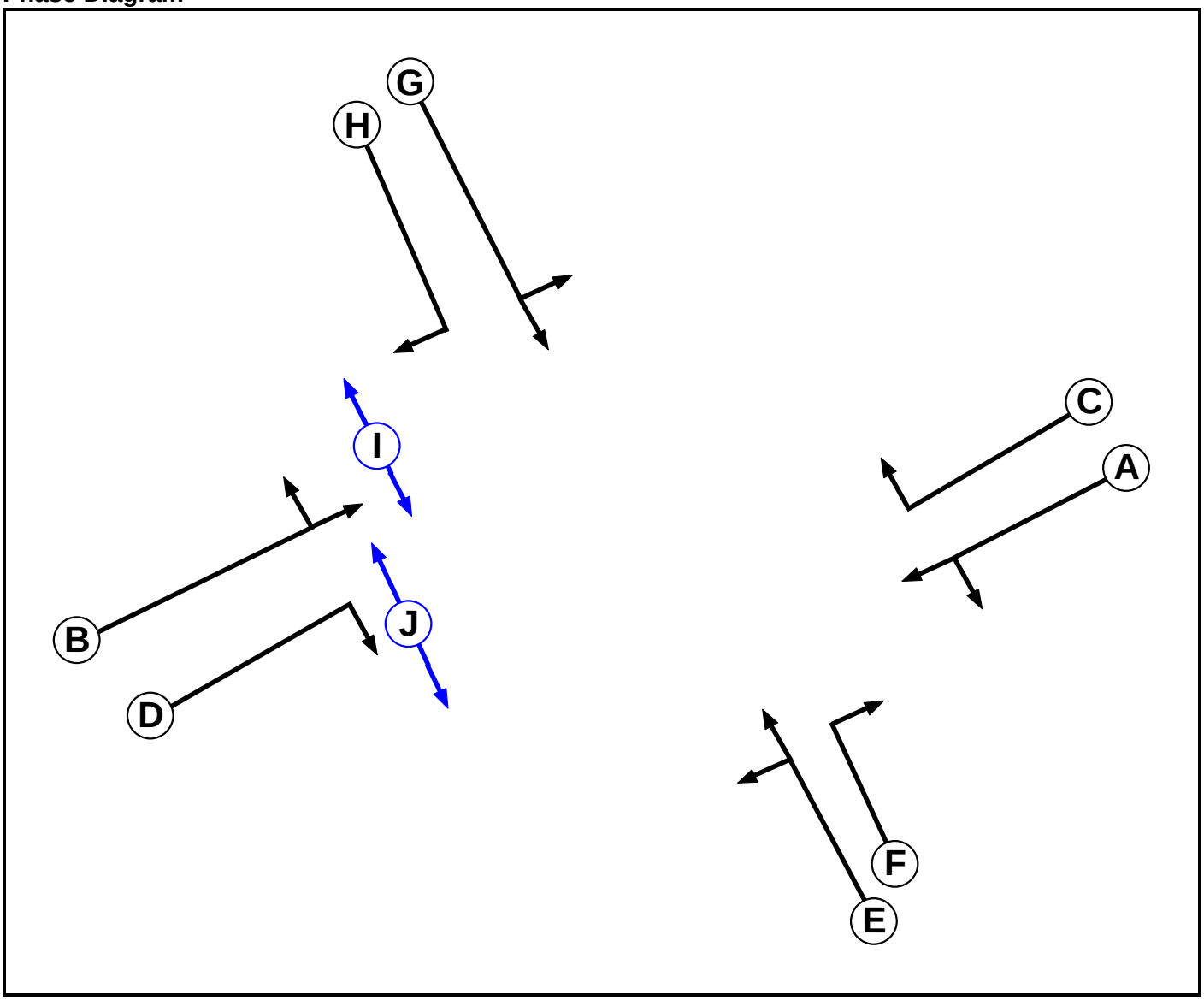
Project:	**Hinckley Rail Frieght Interchange**
Title:	**Desford Cross Roads Junction**
Location:	
Additional detail:	
File name:	230808 Desford Crossroads.lsg3x
Author:	AJ Oakes
Company:	BWB Consulting Ltd
Address:	Nottingham

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Pedestrian		6	6
J	Pedestrian		6	6

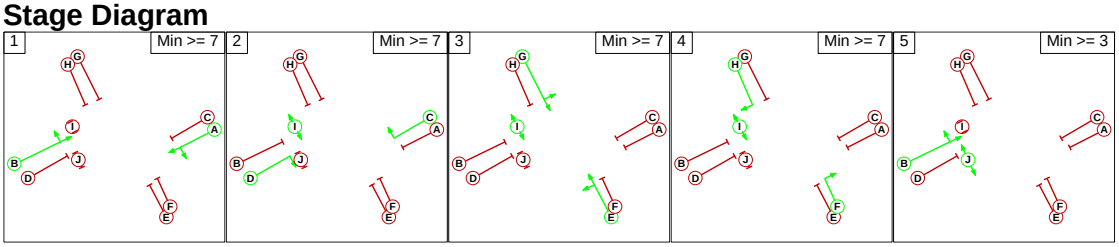
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		-	-	7	7	6	5	8	-	12
B	-		7	-	5	9	8	6	6	-
C	-	9		-	7	5	6	8	-	-
D	10	-	-		7	10	8	5	-	6
E	5	7	5	5		-	-	7	-	10
F	5	5	5	5	-		5	-	-	-
G	7	5	5	5	-	7		-	-	-
H	5	5	5	5	5	-	-		-	9
I	-	5	-	-	-	-	-	-		-
J	9	-	-	9	9	-	-	9	-	

Phases in Stage

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

Stage Diagram



Full Input Data And Results

Phase Delays

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

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1		7	8	9	12
	2	10		8	10	9
	3	7	5		7	10
	4	5	5	5		9
	5	9	9	9	9	

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 (A47 (E))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	11.50
1/2 (A47 (E))	U	A	2	3	6.3	Geom	-	3.00	0.00	N	Arm 7 Ahead	Inf
1/3 (A47 (E))	U	C	2	3	60.0	Geom	-	3.00	0.00	N	Arm 8 Right	22.50
2/1 (B582 (S))	U	E	2	3	60.0	Geom	-	3.00	0.00	N	Arm 7 Left	13.50
2/2 (B582 (S))	U	E	2	3	4.3	Geom	-	3.00	0.00	N	Arm 8 Ahead	25.00
2/3 (B582 (S))	U	F	2	3	60.0	Geom	-	3.00	0.00	N	Arm 5 Right	20.00
3/1 (A47(W))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	11.50
3/2 (A47(W))	U	D	2	3	12.2	Geom	-	3.00	0.00	N	Arm 6 Right	15.00
4/1 (B582 (N))	U	G	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	16.50
4/2 (B582 (N))	U	G	2	3	5.2	Geom	-	3.00	0.00	N	Arm 6 Ahead	25.00
4/3 (B582 (N))	U	H	2	3	60.0	Geom	-	3.00	0.00	N	Arm 7 Right	20.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2017 Base AM'	08:00	09:00	01:00	
2: '2017 Base PM'	17:00	18:00	01:00	
3: '2026 WoD AM'	08:00	09:00	01:00	
4: '2026 WoD PM'	17:00	18:00	01:00	
5: '2026 WoDWS AM'	08:00	09:00	01:00	
6: '2026 WoDWS PM'	17:00	18:00	01:00	
7: '2026 WD AM'	08:00	09:00	01:00	
8: '2026 WD PM'	08:00	09:00	01:00	
9: '2036 WoD AM'	08:00	09:00	01:00	

10: '2036 WoD PM'	17:00	18:00	01:00	
11: '2036 WoDWS AM'	08:00	09:00	01:00	
12: '2036 WoDWS PM'	17:00	18:00	01:00	
13: '2036 WD AM'	08:00	09:00	01:00	
14: '2036 WD PM'	08:00	09:00	01:00	

Scenario 1: '2017 Base AM' (FG1: '2017 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	94	473	54	621
	B	124	0	372	362	858
	C	200	89	0	165	454
	D	70	465	70	0	605
	Tot.	394	648	915	581	2538

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2017 Base AM
Junction: Unnamed Junction	
1/1 (with short)	734(In) 372(Out)
1/2 (short)	362
1/3	124
2/1 (with short)	365(In) 165(Out)
2/2 (short)	200
2/3	89
3/1 (with short)	605(In) 535(Out)
3/2 (short)	70
4/1 (with short)	567(In) 94(Out)
4/2 (short)	473
4/3	54
5/1	648
6/1	915
7/1	581
8/1	394

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 (A47 (E))	3.00	0.00	Y	Arm 6 Left	11.50	100.0 %	1694	1694
1/2 (A47 (E))	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 (E))	3.00	0.00	N	Arm 8 Right	22.50	100.0 %	1927	1927
2/1 (B582 (S))	3.00	0.00	N	Arm 7 Left	13.50	100.0 %	1850	1850
2/2 (B582 (S))	3.00	0.00	N	Arm 8 Ahead	25.00	100.0 %	1939	1939
2/3 (B582 (S))	3.00	0.00	N	Arm 5 Right	20.00	100.0 %	1912	1912
3/1 (A47(W))	3.50	0.00	Y	Arm 5 Ahead	Inf	86.9 %	1932	1932
				Arm 8 Left	11.50	13.1 %		
3/2 (A47(W))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (B582 (N))	3.00	0.00	Y	Arm 5 Left	16.50	100.0 %	1755	1755

4/2 (B582 (N))	3.00	0.00	N	Arm 6 Ahead	25.00	100.0 %	1939	1939
4/3 (B582 (N))	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2017 Base PM' (FG2: '2017 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	111	231	80	422
	B	92	0	114	291	497
	C	464	282	0	185	931
	D	76	439	137	0	652
	Tot.	632	832	482	556	2502

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2017 Base PM
Junction: Unnamed Junction	
1/1 (with short)	405(In) 114(Out)
1/2 (short)	291
1/3	92
2/1 (with short)	649(In) 185(Out)
2/2 (short)	464
2/3	282
3/1 (with short)	652(In) 515(Out)
3/2 (short)	137
4/1 (with short)	342(In) 111(Out)
4/2 (short)	231
4/3	80
5/1	832
6/1	482
7/1	556
8/1	632

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 (A47 (E))	3.00	0.00	Y	Arm 6 Left	11.50	100.0 %	1694	1694
1/2 (A47 (E))	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 (E))	3.00	0.00	N	Arm 8 Right	22.50	100.0 %	1927	1927
2/1 (B582 (S))	3.00	0.00	N	Arm 7 Left	13.50	100.0 %	1850	1850
2/2 (B582 (S))	3.00	0.00	N	Arm 8 Ahead	25.00	100.0 %	1939	1939
2/3 (B582 (S))	3.00	0.00	N	Arm 5 Right	20.00	100.0 %	1912	1912
3/1 (A47(W))	3.50	0.00	Y	Arm 5 Ahead	Inf	85.2 %	1928	1928
				Arm 8 Left	11.50	14.8 %		
3/2 (A47(W))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (B582 (N))	3.00	0.00	Y	Arm 5 Left	16.50	100.0 %	1755	1755

4/2 (B582 (N))	3.00	0.00	N	Arm 6 Ahead	25.00	100.0 %	1939	1939
4/3 (B582 (N))	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	126	484	58	668
	B	151	0	438	438	1027
	C	183	101	0	149	433
	D	68	572	67	0	707
	Tot.	402	799	989	645	2835

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 WoD AM
Junction: Unnamed Junction	
1/1 (with short)	876(In) 438(Out)
1/2 (short)	438
1/3	151
2/1 (with short)	332(In) 149(Out)
2/2 (short)	183
2/3	101
3/1 (with short)	707(In) 640(Out)
3/2 (short)	67
4/1 (with short)	610(In) 126(Out)
4/2 (short)	484
4/3	58
5/1	799
6/1	989
7/1	645
8/1	402

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 (A47 (E))	3.00	0.00	Y	Arm 6 Left	11.50	100.0 %	1694	1694
1/2 (A47 (E))	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 (E))	3.00	0.00	N	Arm 8 Right	22.50	100.0 %	1927	1927
2/1 (B582 (S))	3.00	0.00	N	Arm 7 Left	13.50	100.0 %	1850	1850
2/2 (B582 (S))	3.00	0.00	N	Arm 8 Ahead	25.00	100.0 %	1939	1939
2/3 (B582 (S))	3.00	0.00	N	Arm 5 Right	20.00	100.0 %	1912	1912
3/1 (A47(W))	3.50	0.00	Y	Arm 5 Ahead	Inf	89.4 %	1938	1938
				Arm 8 Left	11.50	10.6 %		
3/2 (A47(W))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (B582 (N))	3.00	0.00	Y	Arm 5 Left	16.50	100.0 %	1755	1755

4/2 (B582 (N))	3.00	0.00	N	Arm 6 Ahead	25.00	100.0 %	1939	1939
4/3 (B582 (N))	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	159	246	105	510
	B	120	0	131	408	659
	C	463	330	0	197	990
	D	76	519	120	0	715
	Tot.	659	1008	497	710	2874

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 WoD PM
Junction: Unnamed Junction	
1/1 (with short)	539(In) 131(Out)
1/2 (short)	408
1/3	120
2/1 (with short)	660(In) 197(Out)
2/2 (short)	463
2/3	330
3/1 (with short)	715(In) 595(Out)
3/2 (short)	120
4/1 (with short)	405(In) 159(Out)
4/2 (short)	246
4/3	105
5/1	1008
6/1	497
7/1	710
8/1	659

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 (A47 (E))	3.00	0.00	Y	Arm 6 Left	11.50	100.0 %	1694	1694
1/2 (A47 (E))	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 (E))	3.00	0.00	N	Arm 8 Right	22.50	100.0 %	1927	1927
2/1 (B582 (S))	3.00	0.00	N	Arm 7 Left	13.50	100.0 %	1850	1850
2/2 (B582 (S))	3.00	0.00	N	Arm 8 Ahead	25.00	100.0 %	1939	1939
2/3 (B582 (S))	3.00	0.00	N	Arm 5 Right	20.00	100.0 %	1912	1912
3/1 (A47(W))	3.50	0.00	Y	Arm 5 Ahead	Inf	87.2 %	1933	1933
				Arm 8 Left	11.50	12.8 %		
3/2 (A47(W))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (B582 (N))	3.00	0.00	Y	Arm 5 Left	16.50	100.0 %	1755	1755

4/2 (B582 (N))	3.00	0.00	N	Arm 6 Ahead	25.00	100.0 %	1939	1939
4/3 (B582 (N))	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	127	481	56	664
	B	157	0	443	433	1033
	C	173	96	0	135	404
	D	69	573	66	0	708
	Tot.	399	796	990	624	2809

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 WoDWS AM
Junction: Unnamed Junction	
1/1 (with short)	876(In) 443(Out)
1/2 (short)	433
1/3	157
2/1 (with short)	308(In) 135(Out)
2/2 (short)	173
2/3	96
3/1 (with short)	708(In) 642(Out)
3/2 (short)	66
4/1 (with short)	608(In) 127(Out)
4/2 (short)	481
4/3	56
5/1	796
6/1	990
7/1	624
8/1	399

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 (A47 (E))	3.00	0.00	Y	Arm 6 Left	11.50	100.0 %	1694	1694
1/2 (A47 (E))	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 (E))	3.00	0.00	N	Arm 8 Right	22.50	100.0 %	1927	1927
2/1 (B582 (S))	3.00	0.00	N	Arm 7 Left	13.50	100.0 %	1850	1850
2/2 (B582 (S))	3.00	0.00	N	Arm 8 Ahead	25.00	100.0 %	1939	1939
2/3 (B582 (S))	3.00	0.00	N	Arm 5 Right	20.00	100.0 %	1912	1912
3/1 (A47(W))	3.50	0.00	Y	Arm 5 Ahead Arm 8 Left	Inf 11.50	89.3 % 10.7 %	1938	1938
3/2 (A47(W))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (B582 (N))	3.00	0.00	Y	Arm 5 Left	16.50	100.0 %	1755	1755

4/2 (B582 (N))	3.00	0.00	N	Arm 6 Ahead	25.00	100.0 %	1939	1939
4/3 (B582 (N))	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	159	240	97	496
	B	121	0	129	385	635
	C	458	327	0	184	969
	D	77	520	120	0	717
	Tot.	656	1006	489	666	2817

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2026 WoDWS PM
Junction: Unnamed Junction	
1/1 (with short)	514(In) 129(Out)
1/2 (short)	385
1/3	121
2/1 (with short)	642(In) 184(Out)
2/2 (short)	458
2/3	327
3/1 (with short)	717(In) 597(Out)
3/2 (short)	120
4/1 (with short)	399(In) 159(Out)
4/2 (short)	240
4/3	97
5/1	1006
6/1	489
7/1	666
8/1	656

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 (A47 (E))	3.00	0.00	Y	Arm 6 Left	11.50	100.0 %	1694	1694
1/2 (A47 (E))	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 (E))	3.00	0.00	N	Arm 8 Right	22.50	100.0 %	1927	1927
2/1 (B582 (S))	3.00	0.00	N	Arm 7 Left	13.50	100.0 %	1850	1850
2/2 (B582 (S))	3.00	0.00	N	Arm 8 Ahead	25.00	100.0 %	1939	1939
2/3 (B582 (S))	3.00	0.00	N	Arm 5 Right	20.00	100.0 %	1912	1912
3/1 (A47(W))	3.50	0.00	Y	Arm 5 Ahead Arm 8 Left	Inf 11.50	87.1 % 12.9 %	1932	1932
3/2 (A47(W))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (B582 (N))	3.00	0.00	Y	Arm 5 Left	16.50	100.0 %	1755	1755

4/2 (B582 (N))	3.00	0.00	N	Arm 6 Ahead	25.00	100.0 %	1939	1939
4/3 (B582 (N))	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	127	484	57	668
	B	155	0	444	445	1044
	C	177	99	0	143	419
	D	69	574	66	0	709
	Tot.	401	800	994	645	2840

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2026 WD AM
Junction: Unnamed Junction	
1/1 (with short)	889(In) 444(Out)
1/2 (short)	445
1/3	155
2/1 (with short)	320(In) 143(Out)
2/2 (short)	177
2/3	99
3/1 (with short)	709(In) 643(Out)
3/2 (short)	66
4/1 (with short)	611(In) 127(Out)
4/2 (short)	484
4/3	57
5/1	800
6/1	994
7/1	645
8/1	401

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 (A47 (E))	3.00	0.00	Y	Arm 6 Left	11.50	100.0 %	1694	1694
1/2 (A47 (E))	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 (E))	3.00	0.00	N	Arm 8 Right	22.50	100.0 %	1927	1927
2/1 (B582 (S))	3.00	0.00	N	Arm 7 Left	13.50	100.0 %	1850	1850
2/2 (B582 (S))	3.00	0.00	N	Arm 8 Ahead	25.00	100.0 %	1939	1939
2/3 (B582 (S))	3.00	0.00	N	Arm 5 Right	20.00	100.0 %	1912	1912
3/1 (A47(W))	3.50	0.00	Y	Arm 5 Ahead	Inf	89.3 %	1938	1938
				Arm 8 Left	11.50	10.7 %		
3/2 (A47(W))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (B582 (N))	3.00	0.00	Y	Arm 5 Left	16.50	100.0 %	1755	1755

4/2 (B582 (N))	3.00	0.00	N	Arm 6 Ahead	25.00	100.0 %	1939	1939
4/3 (B582 (N))	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	162	246	99	507
	B	124	0	134	401	659
	C	454	328	0	185	967
	D	78	531	121	0	730
	Tot.	656	1021	501	685	2863

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2026 WD PM
Junction: Unnamed Junction	
1/1 (with short)	535(In) 134(Out)
1/2 (short)	401
1/3	124
2/1 (with short)	639(In) 185(Out)
2/2 (short)	454
2/3	328
3/1 (with short)	730(In) 609(Out)
3/2 (short)	121
4/1 (with short)	408(In) 162(Out)
4/2 (short)	246
4/3	99
5/1	1021
6/1	501
7/1	685
8/1	656

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 (A47 (E))	3.00	0.00	Y	Arm 6 Left	11.50	100.0 %	1694	1694
1/2 (A47 (E))	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 (E))	3.00	0.00	N	Arm 8 Right	22.50	100.0 %	1927	1927
2/1 (B582 (S))	3.00	0.00	N	Arm 7 Left	13.50	100.0 %	1850	1850
2/2 (B582 (S))	3.00	0.00	N	Arm 8 Ahead	25.00	100.0 %	1939	1939
2/3 (B582 (S))	3.00	0.00	N	Arm 5 Right	20.00	100.0 %	1912	1912
3/1 (A47(W))	3.50	0.00	Y	Arm 5 Ahead	Inf	87.2 %	1933	1933
				Arm 8 Left	11.50	12.8 %		
3/2 (A47(W))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (B582 (N))	3.00	0.00	Y	Arm 5 Left	16.50	100.0 %	1755	1755

4/2 (B582 (N))	3.00	0.00	N	Arm 6 Ahead	25.00	100.0 %	1939	1939
4/3 (B582 (N))	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	167	495	57	719
	B	183	0	468	458	1109
	C	201	128	0	141	470
	D	64	598	55	0	717
	Tot.	448	893	1018	656	3015

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2036 WoD AM
Junction: Unnamed Junction	
1/1 (with short)	926(In) 468(Out)
1/2 (short)	458
1/3	183
2/1 (with short)	342(In) 141(Out)
2/2 (short)	201
2/3	128
3/1 (with short)	717(In) 662(Out)
3/2 (short)	55
4/1 (with short)	662(In) 167(Out)
4/2 (short)	495
4/3	57
5/1	893
6/1	1018
7/1	656
8/1	448

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 (A47 (E))	3.00	0.00	Y	Arm 6 Left	11.50	100.0 %	1694	1694
1/2 (A47 (E))	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 (E))	3.00	0.00	N	Arm 8 Right	22.50	100.0 %	1927	1927
2/1 (B582 (S))	3.00	0.00	N	Arm 7 Left	13.50	100.0 %	1850	1850
2/2 (B582 (S))	3.00	0.00	N	Arm 8 Ahead	25.00	100.0 %	1939	1939
2/3 (B582 (S))	3.00	0.00	N	Arm 5 Right	20.00	100.0 %	1912	1912
3/1 (A47(W))	3.50	0.00	Y	Arm 5 Ahead	Inf	90.3 %	1941	1941
				Arm 8 Left	11.50	9.7 %		
3/2 (A47(W))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (B582 (N))	3.00	0.00	Y	Arm 5 Left	16.50	100.0 %	1755	1755

4/2 (B582 (N))	3.00	0.00	N	Arm 6 Ahead	25.00	100.0 %	1939	1939
4/3 (B582 (N))	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	164	261	132	557
	B	110	0	125	466	701
	C	487	357	0	263	1107
	D	76	537	128	0	741
	Tot.	673	1058	514	861	3106

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2036 WoD PM
Junction: Unnamed Junction	
1/1 (with short)	591(In) 125(Out)
1/2 (short)	466
1/3	110
2/1 (with short)	750(In) 263(Out)
2/2 (short)	487
2/3	357
3/1 (with short)	741(In) 613(Out)
3/2 (short)	128
4/1 (with short)	425(In) 164(Out)
4/2 (short)	261
4/3	132
5/1	1058
6/1	514
7/1	861
8/1	673

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 (A47 (E))	3.00	0.00	Y	Arm 6 Left	11.50	100.0 %	1694	1694
1/2 (A47 (E))	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 (E))	3.00	0.00	N	Arm 8 Right	22.50	100.0 %	1927	1927
2/1 (B582 (S))	3.00	0.00	N	Arm 7 Left	13.50	100.0 %	1850	1850
2/2 (B582 (S))	3.00	0.00	N	Arm 8 Ahead	25.00	100.0 %	1939	1939
2/3 (B582 (S))	3.00	0.00	N	Arm 5 Right	20.00	100.0 %	1912	1912
3/1 (A47(W))	3.50	0.00	Y	Arm 5 Ahead	Inf	87.6 %	1934	1934
				Arm 8 Left	11.50	12.4 %		
3/2 (A47(W))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (B582 (N))	3.00	0.00	Y	Arm 5 Left	16.50	100.0 %	1755	1755

4/2 (B582 (N))	3.00	0.00	N	Arm 6 Ahead	25.00	100.0 %	1939	1939
4/3 (B582 (N))	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	165	496	57	718
	B	187	0	473	450	1110
	C	194	123	0	133	450
	D	65	609	55	0	729
	Tot.	446	897	1024	640	3007

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2036 WoDWS AM
Junction: Unnamed Junction	
1/1 (with short)	923(In) 473(Out)
1/2 (short)	450
1/3	187
2/1 (with short)	327(In) 133(Out)
2/2 (short)	194
2/3	123
3/1 (with short)	729(In) 674(Out)
3/2 (short)	55
4/1 (with short)	661(In) 165(Out)
4/2 (short)	496
4/3	57
5/1	897
6/1	1024
7/1	640
8/1	446

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 (A47 (E))	3.00	0.00	Y	Arm 6 Left	11.50	100.0 %	1694	1694
1/2 (A47 (E))	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 (E))	3.00	0.00	N	Arm 8 Right	22.50	100.0 %	1927	1927
2/1 (B582 (S))	3.00	0.00	N	Arm 7 Left	13.50	100.0 %	1850	1850
2/2 (B582 (S))	3.00	0.00	N	Arm 8 Ahead	25.00	100.0 %	1939	1939
2/3 (B582 (S))	3.00	0.00	N	Arm 5 Right	20.00	100.0 %	1912	1912
3/1 (A47(W))	3.50	0.00	Y	Arm 5 Ahead Arm 8 Left	Inf 11.50	90.4 % 9.6 %	1941	1941
3/2 (A47(W))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (B582 (N))	3.00	0.00	Y	Arm 5 Left	16.50	100.0 %	1755	1755

4/2 (B582 (N))	3.00	0.00	N	Arm 6 Ahead	25.00	100.0 %	1939	1939
4/3 (B582 (N))	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	161	255	126	542
	B	111	0	125	457	693
	C	483	351	0	251	1085
	D	78	538	127	0	743
	Tot.	672	1050	507	834	3063

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2036 WoDWS PM
Junction: Unnamed Junction	
1/1 (with short)	582(In) 125(Out)
1/2 (short)	457
1/3	111
2/1 (with short)	734(In) 251(Out)
2/2 (short)	483
2/3	351
3/1 (with short)	743(In) 616(Out)
3/2 (short)	127
4/1 (with short)	416(In) 161(Out)
4/2 (short)	255
4/3	126
5/1	1050
6/1	507
7/1	834
8/1	672

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 (A47 (E))	3.00	0.00	Y	Arm 6 Left	11.50	100.0 %	1694	1694
1/2 (A47 (E))	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 (E))	3.00	0.00	N	Arm 8 Right	22.50	100.0 %	1927	1927
2/1 (B582 (S))	3.00	0.00	N	Arm 7 Left	13.50	100.0 %	1850	1850
2/2 (B582 (S))	3.00	0.00	N	Arm 8 Ahead	25.00	100.0 %	1939	1939
2/3 (B582 (S))	3.00	0.00	N	Arm 5 Right	20.00	100.0 %	1912	1912
3/1 (A47(W))	3.50	0.00	Y	Arm 5 Ahead Arm 8 Left	Inf 11.50	87.3 % 12.7 %	1933	1933
3/2 (A47(W))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (B582 (N))	3.00	0.00	Y	Arm 5 Left	16.50	100.0 %	1755	1755

4/2 (B582 (N))	3.00	0.00	N	Arm 6 Ahead	25.00	100.0 %	1939	1939
4/3 (B582 (N))	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	164	499	58	721
	B	191	0	477	456	1124
	C	199	126	0	136	461
	D	65	610	56	0	731
	Tot.	455	900	1032	650	3037

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2036 WD AM
Junction: Unnamed Junction	
1/1 (with short)	933(In) 477(Out)
1/2 (short)	456
1/3	191
2/1 (with short)	335(In) 136(Out)
2/2 (short)	199
2/3	126
3/1 (with short)	731(In) 675(Out)
3/2 (short)	56
4/1 (with short)	663(In) 164(Out)
4/2 (short)	499
4/3	58
5/1	900
6/1	1032
7/1	650
8/1	455

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 (A47 (E))	3.00	0.00	Y	Arm 6 Left	11.50	100.0 %	1694	1694
1/2 (A47 (E))	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 (E))	3.00	0.00	N	Arm 8 Right	22.50	100.0 %	1927	1927
2/1 (B582 (S))	3.00	0.00	N	Arm 7 Left	13.50	100.0 %	1850	1850
2/2 (B582 (S))	3.00	0.00	N	Arm 8 Ahead	25.00	100.0 %	1939	1939
2/3 (B582 (S))	3.00	0.00	N	Arm 5 Right	20.00	100.0 %	1912	1912
3/1 (A47(W))	3.50	0.00	Y	Arm 5 Ahead	Inf	90.4 %	1941	1941
				Arm 8 Left	11.50	9.6 %		
3/2 (A47(W))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (B582 (N))	3.00	0.00	Y	Arm 5 Left	16.50	100.0 %	1755	1755

4/2 (B582 (N))	3.00	0.00	N	Arm 6 Ahead	25.00	100.0 %	1939	1939
4/3 (B582 (N))	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	171	250	130	551
	B	114	0	122	469	705
	C	480	359	0	250	1089
	D	78	552	121	0	751
	Tot.	672	1082	493	849	3096

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2036 WD PM
Junction: Unnamed Junction	
1/1 (with short)	591(In) 122(Out)
1/2 (short)	469
1/3	114
2/1 (with short)	730(In) 250(Out)
2/2 (short)	480
2/3	359
3/1 (with short)	751(In) 630(Out)
3/2 (short)	121
4/1 (with short)	421(In) 171(Out)
4/2 (short)	250
4/3	130
5/1	1082
6/1	493
7/1	849
8/1	672

Lane Saturation Flows

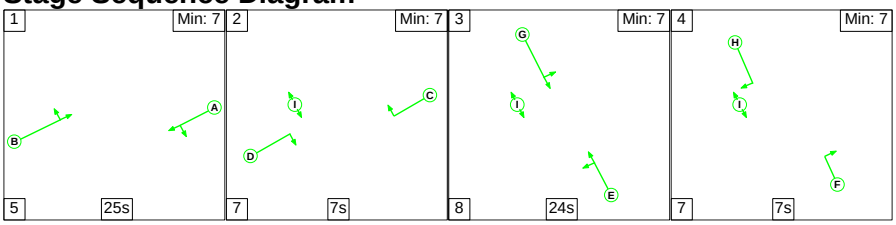
Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A47 (E))	3.00	0.00	Y	Arm 6 Left	11.50	100.0 %	1694	1694
1/2 (A47 (E))	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 (E))	3.00	0.00	N	Arm 8 Right	22.50	100.0 %	1927	1927
2/1 (B582 (S))	3.00	0.00	N	Arm 7 Left	13.50	100.0 %	1850	1850
2/2 (B582 (S))	3.00	0.00	N	Arm 8 Ahead	25.00	100.0 %	1939	1939
2/3 (B582 (S))	3.00	0.00	N	Arm 5 Right	20.00	100.0 %	1912	1912
3/1 (A47(W))	3.50	0.00	Y	Arm 5 Ahead	Inf	87.6 %	1934	1934
				Arm 8 Left	11.50	12.4 %		
3/2 (A47(W))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (B582 (N))	3.00	0.00	Y	Arm 5 Left	16.50	100.0 %	1755	1755

Full Input Data And Results

4/2 (B582 (N))	3.00	0.00	N	Arm 6 Ahead	25.00	100.0 %	1939	1939
4/3 (B582 (N))	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2017 Base AM' (FG1: '2017 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

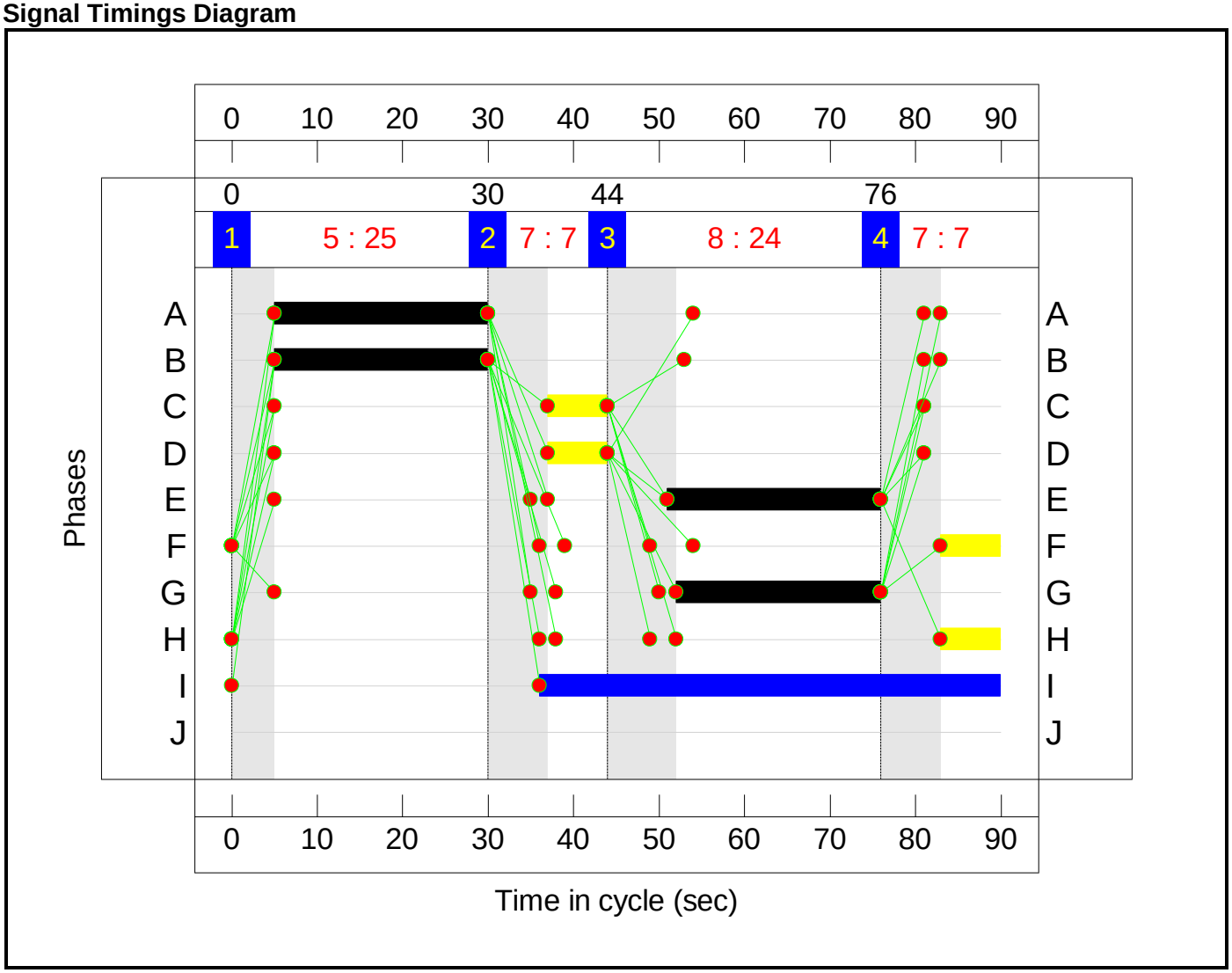


Full Input Data And Results

Stage Timings

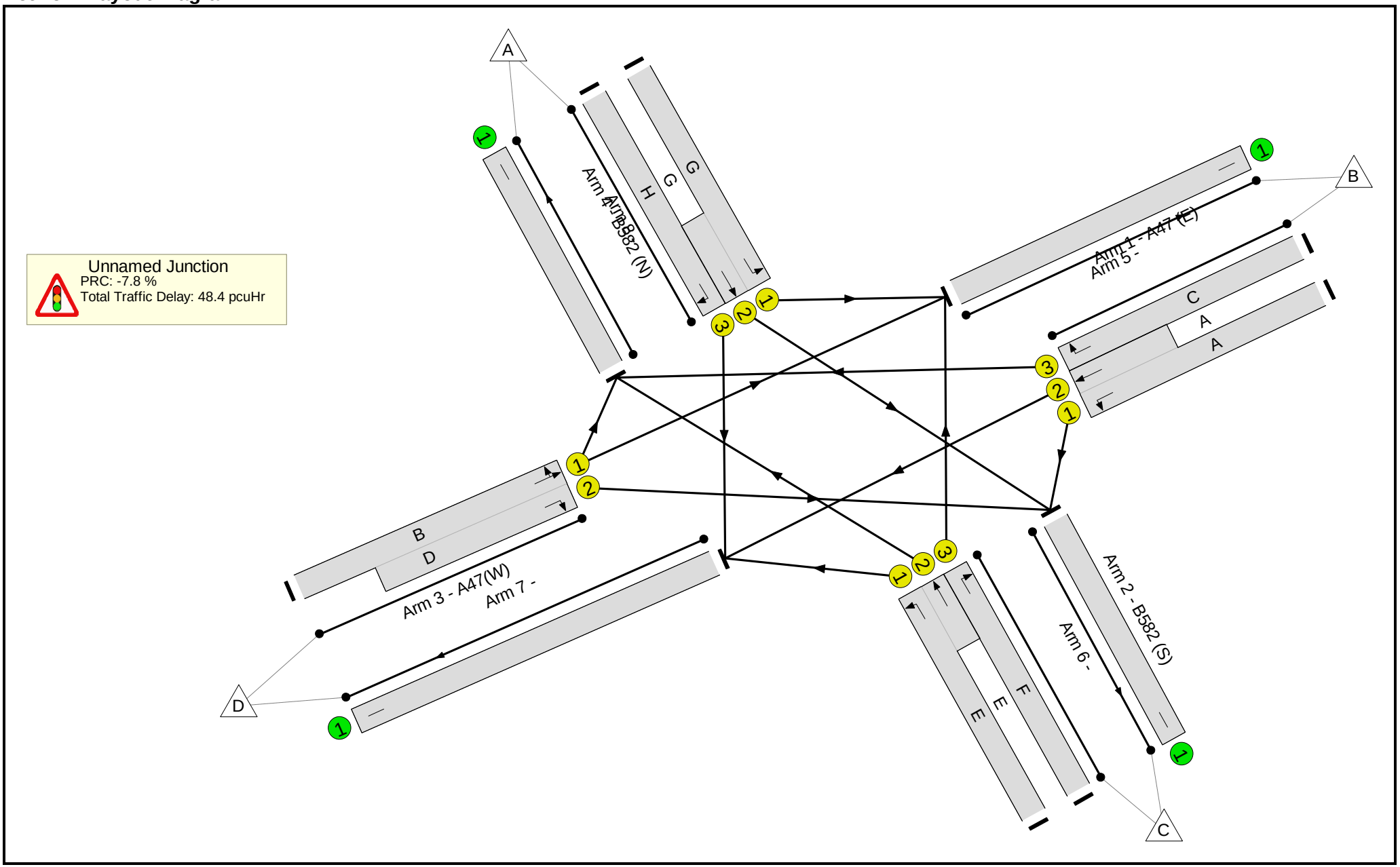
Stage	1	2	3	4
Duration	25	7	24	7
Change Point	0	30	44	76

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Desford Cross Roads Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.0%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.0%**
1/1+1/2	A47 (E) Left Ahead	U	N/A	N/A	A		1	25	-	734	1694:2055	386+375	96.4 : 96.4%
1/3	A47 (E) Right	U	N/A	N/A	C		1	7	-	124	1927	171	72.4%
2/1+2/2	B582 (S) Left Ahead	U	N/A	N/A	E		1	25	-	365	1850:1939	321+389	51.4 : 51.4%
2/3	B582 (S) Right	U	N/A	N/A	F		1	7	-	89	1912	170	52.4%
3/1+3/2	A47(W) Ahead Right Left	U	N/A	N/A	B D		1	25:7	-	605	1932:1868	558+73	95.9 : 95.9%
4/1+4/2	B582 (N) Left Ahead	U	N/A	N/A	G		1	24	-	567	1755:1939	97+488	97.0 : 97.0%
4/3	B582 (N) Right	U	N/A	N/A	H		1	7	-	54	1912	170	31.8%
5/1		U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	915	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	394	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: Desford Cross Roads Junction	**-**	**-**	**0**	**0**	**0**	**21.8**	**26.6**	**0.0**	**48.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**21.8**	**26.6**	**0.0**	**48.4**	**-**	**-**	**-**	**-**
1/1+1/2	734	734	-	-	-	5.9	8.4	-	14.3	70.1	11.6	8.4	20.0
1/3	124	124	-	-	-	1.4	1.2	-	2.6	76.1	3.0	1.2	4.2
2/1+2/2	365	365	-	-	-	2.6	0.5	-	3.1	30.4	3.9	0.5	4.5
2/3	89	89	-	-	-	1.0	0.5	-	1.5	61.1	2.1	0.5	2.7
3/1+3/2	605	605	-	-	-	5.4	7.4	-	12.8	76.3	13.2	7.4	20.6
4/1+4/2	567	567	-	-	-	4.9	8.3	-	13.2	84.0	12.8	8.3	21.1
4/3	54	54	-	-	-	0.6	0.2	-	0.8	53.9	1.3	0.2	1.5
5/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	915	915	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

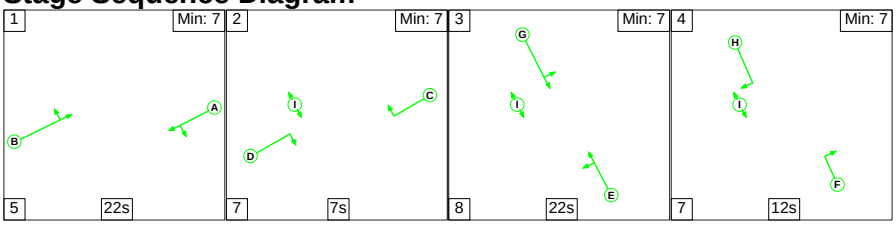
C1 PRC for Signalled Lanes (%): -7.8 Total Delay for Signalled Lanes (pcuHr): 48.36 Cycle Time (s): 90

PRC Over All Lanes (%): -7.8 Total Delay Over All Lanes(pcuHr): 48.36

Full Input Data And Results

Scenario 2: '2017 Base PM' (FG2: '2017 Base PM', Plan 1: 'Network Control Plan 1')

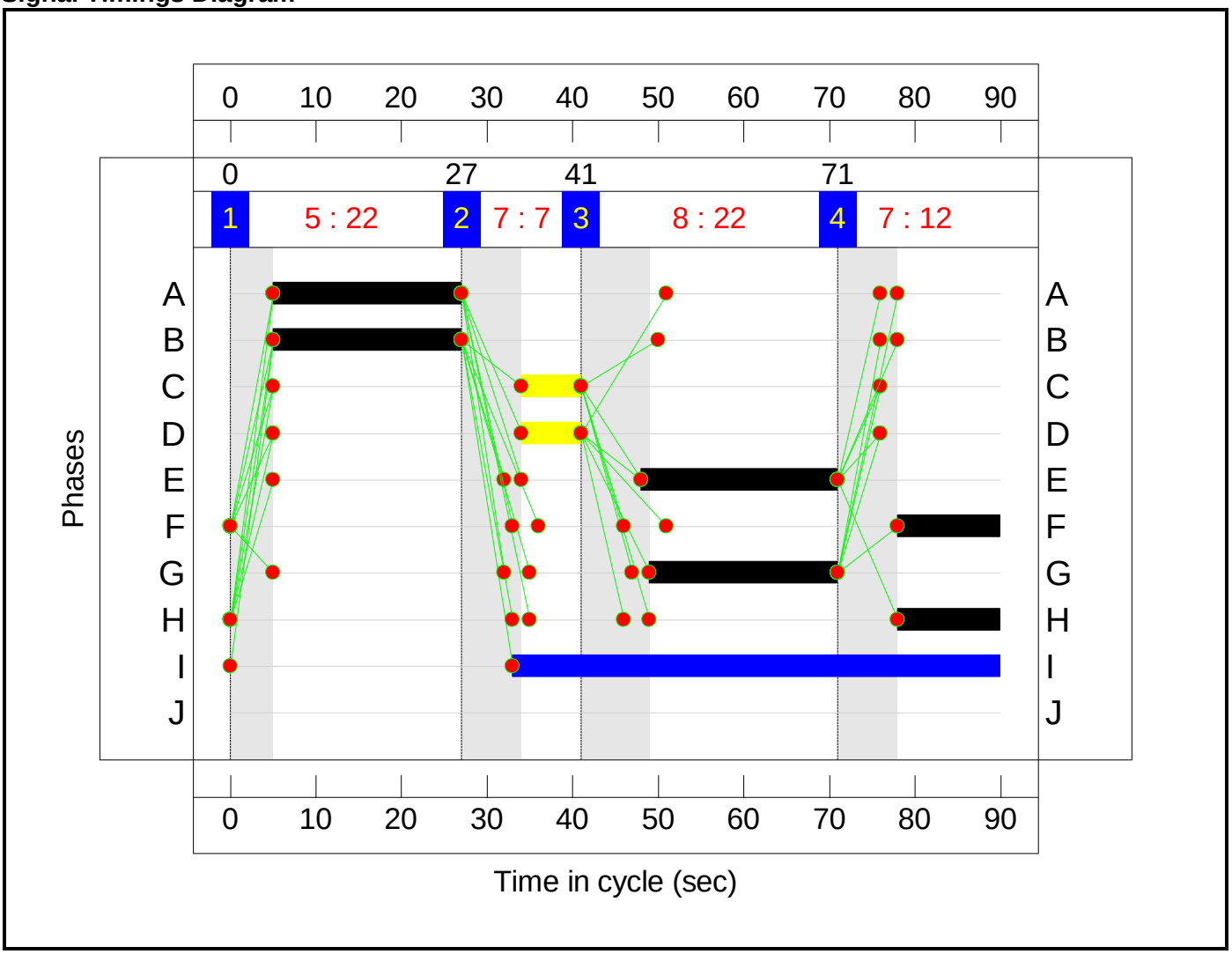
Stage Sequence Diagram



Stage Timings

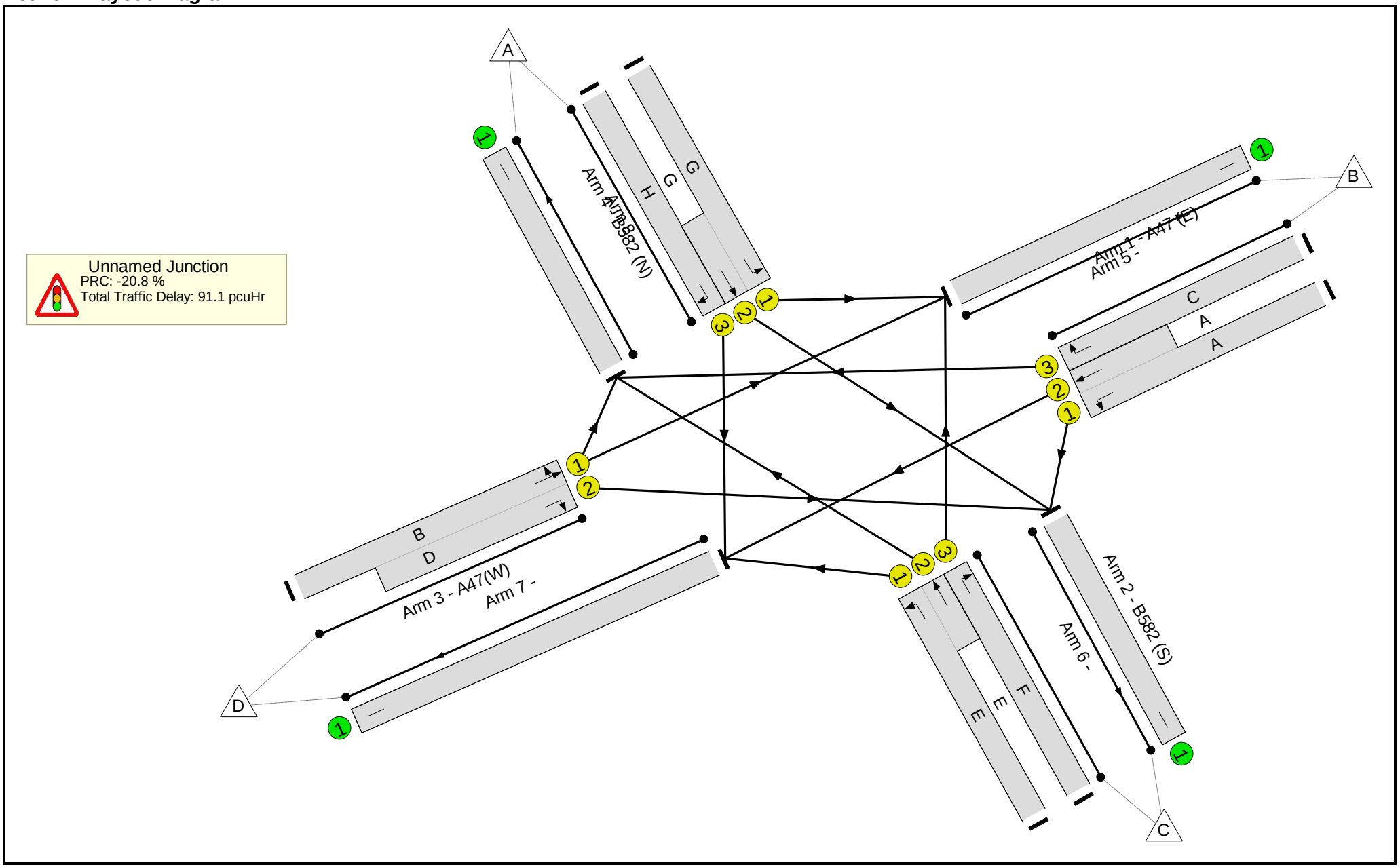
Stage	1	2	3	4
Duration	22	7	22	12
Change Point	0	27	41	71

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Desford Cross Roads Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**108.7%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**108.7%**
1/1+1/2	A47 (E) Left Ahead	U	N/A	N/A	A		1	22	-	405	1694:2055	170+434	67.0 : 67.0%
1/3	A47 (E) Right	U	N/A	N/A	C		1	7	-	92	1927	171	53.7%
2/1+2/2	B582 (S) Left Ahead	U	N/A	N/A	E		1	23	-	649	1850:1939	170+427	108.7 : 108.7%
2/3	B582 (S) Right	U	N/A	N/A	F		1	12	-	282	1912	276	102.1%
3/1+3/2	A47(W) Ahead Right Left	U	N/A	N/A	B D		1	22:7	-	652	1928:1868	493+131	104.5 : 104.5%
4/1+4/2	B582 (N) Left Ahead	U	N/A	N/A	G		1	22	-	342	1755:1939	194+403	57.3 : 57.3%
4/3	B582 (N) Right	U	N/A	N/A	H		1	12	-	80	1912	276	29.0%
5/1		U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	632	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: Desford Cross Roads Junction	**-**	**-**	**0**	**0**	**0**	**25.8**	**65.3**	**0.0**	**91.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**25.8**	**65.3**	**0.0**	**91.1**	**-**	**-**	**-**	**-**
1/1+1/2	405	405	-	-	-	3.2	1.0	-	4.2	37.3	6.4	1.0	7.4
1/3	92	92	-	-	-	1.0	0.6	-	1.6	61.6	2.2	0.6	2.8
2/1+2/2	649	597	-	-	-	7.5	31.2	-	38.8	215.0	16.4	31.2	47.6
2/3	282	276	-	-	-	3.3	10.0	-	13.3	169.7	7.2	10.0	17.2
3/1+3/2	652	630	-	-	-	7.3	21.6	-	29.0	160.0	14.4	21.6	36.0
4/1+4/2	342	342	-	-	-	2.6	0.7	-	3.3	34.8	4.9	0.7	5.5
4/3	80	80	-	-	-	0.8	0.2	-	1.0	43.6	1.8	0.2	2.0
5/1	807	807	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -20.8
PRC Over All Lanes (%): -20.8

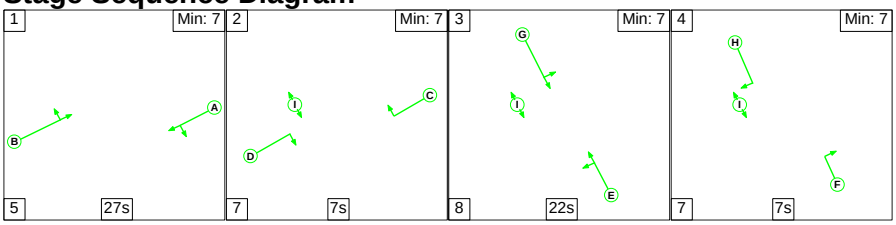
Total Delay for Signalled Lanes (pcuHr): 91.07
Total Delay Over All Lanes(pcuHr): 91.07

Cycle Time (s): 90

Full Input Data And Results

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

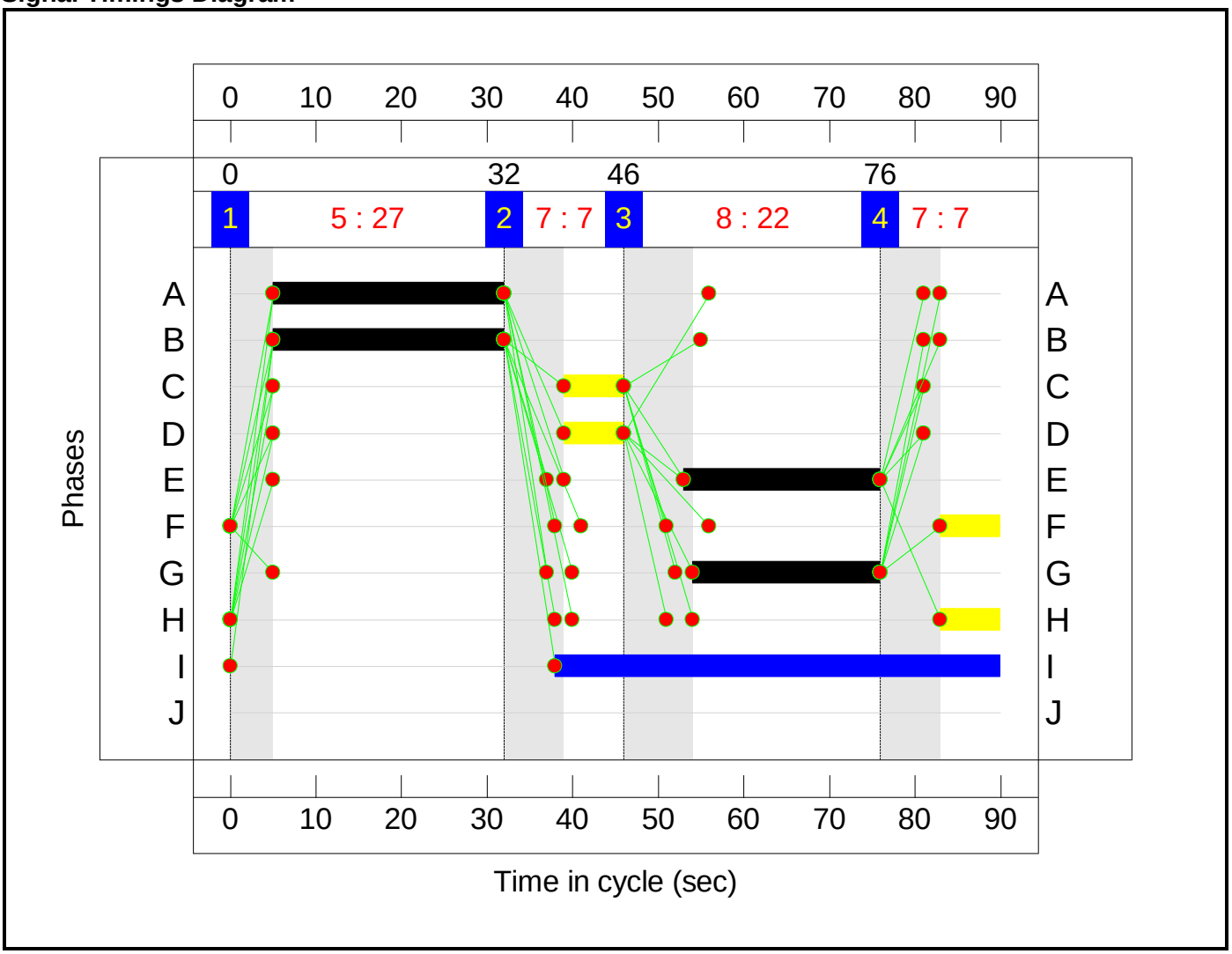
Stage Sequence Diagram



Stage Timings

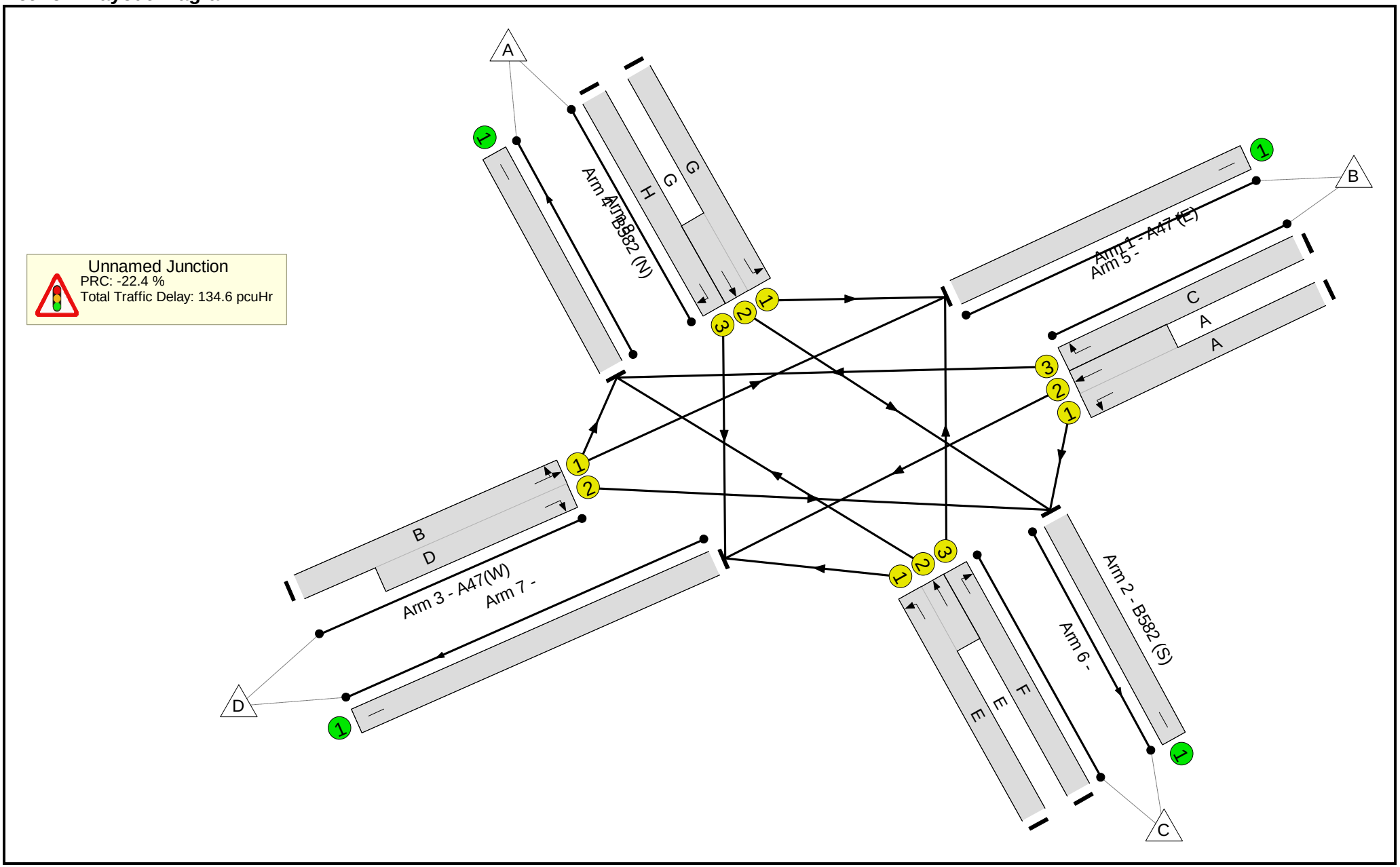
Stage	1	2	3	4
Duration	27	7	22	7
Change Point	0	32	46	76

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Desford Cross Roads Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.1%**
1/1+1/2	A47 (E) Left Ahead	U	N/A	N/A	A		1	27	-	876	1694:2055	405+405	108.2 : 108.2%
1/3	A47 (E) Right	U	N/A	N/A	C		1	7	-	151	1927	171	88.2%
2/1+2/2	B582 (S) Left Ahead	U	N/A	N/A	E		1	23	-	332	1850:1939	299+367	49.8 : 49.8%
2/3	B582 (S) Right	U	N/A	N/A	F		1	7	-	101	1912	170	59.4%
3/1+3/2	A47(W) Ahead Right Left	U	N/A	N/A	B D		1	27:7	-	707	1938:1868	601+63	106.5 : 106.5%
4/1+4/2	B582 (N) Left Ahead	U	N/A	N/A	G		1	22	-	610	1755:1939	114+440	110.1 : 110.1%
4/3	B582 (N) Right	U	N/A	N/A	H		1	7	-	58	1912	170	34.1%
5/1		U	N/A	N/A	-		-	-	-	799	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	402	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: Desford Cross Roads Junction	**-**	**-**	**0**	**0**	**0**	**30.8**	**103.8**	**0.0**	**134.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**30.8**	**103.8**	**0.0**	**134.6**	**-**	**-**	**-**	**-**
1/1+1/2	876	810	-	-	-	9.7	38.8	-	48.5	199.4	19.0	38.8	57.8
1/3	151	151	-	-	-	1.7	2.9	-	4.6	109.6	3.7	2.9	6.6
2/1+2/2	332	332	-	-	-	2.4	0.5	-	2.9	31.9	3.7	0.5	4.2
2/3	101	101	-	-	-	1.1	0.7	-	1.8	65.0	2.4	0.7	3.1
3/1+3/2	707	668	-	-	-	8.0	27.9	-	35.8	182.5	18.7	27.9	46.5
4/1+4/2	610	554	-	-	-	7.3	32.7	-	40.0	236.2	16.0	32.7	48.7
4/3	58	58	-	-	-	0.6	0.3	-	0.9	54.6	1.4	0.3	1.6
5/1	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	911	911	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -22.4
PRC Over All Lanes (%): -22.4

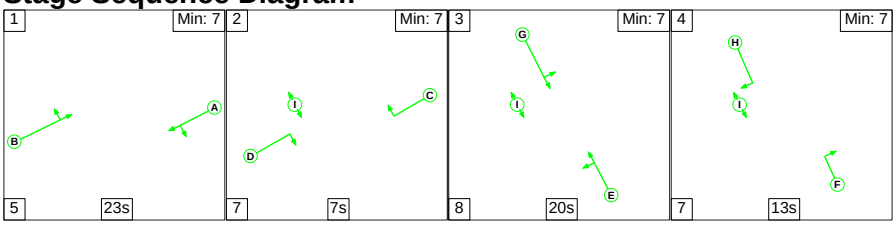
Total Delay for Signalled Lanes (pcuHr): 134.64
Total Delay Over All Lanes(pcuHr): 134.64

Cycle Time (s): 90

Full Input Data And Results

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

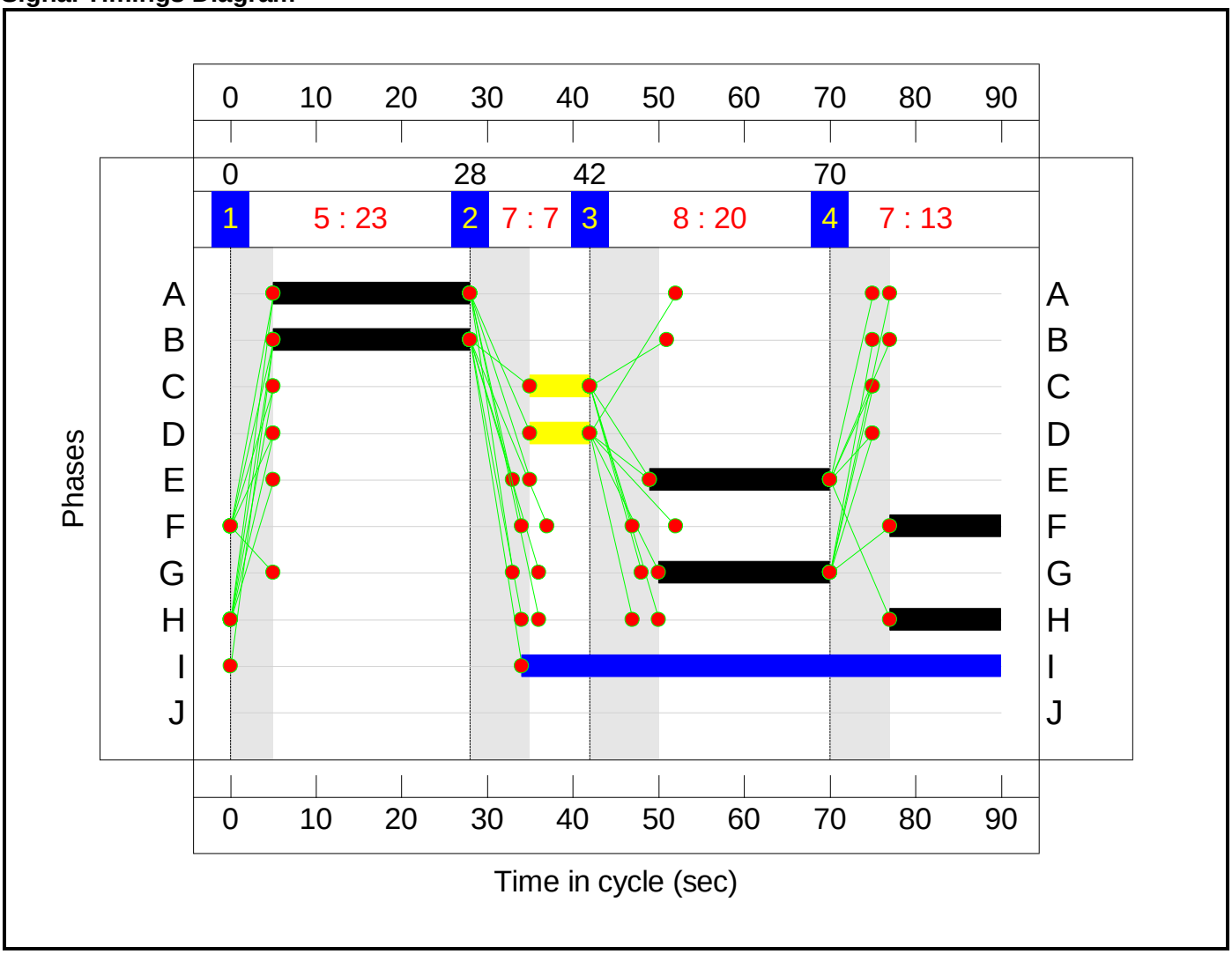
Stage Sequence Diagram



Stage Timings

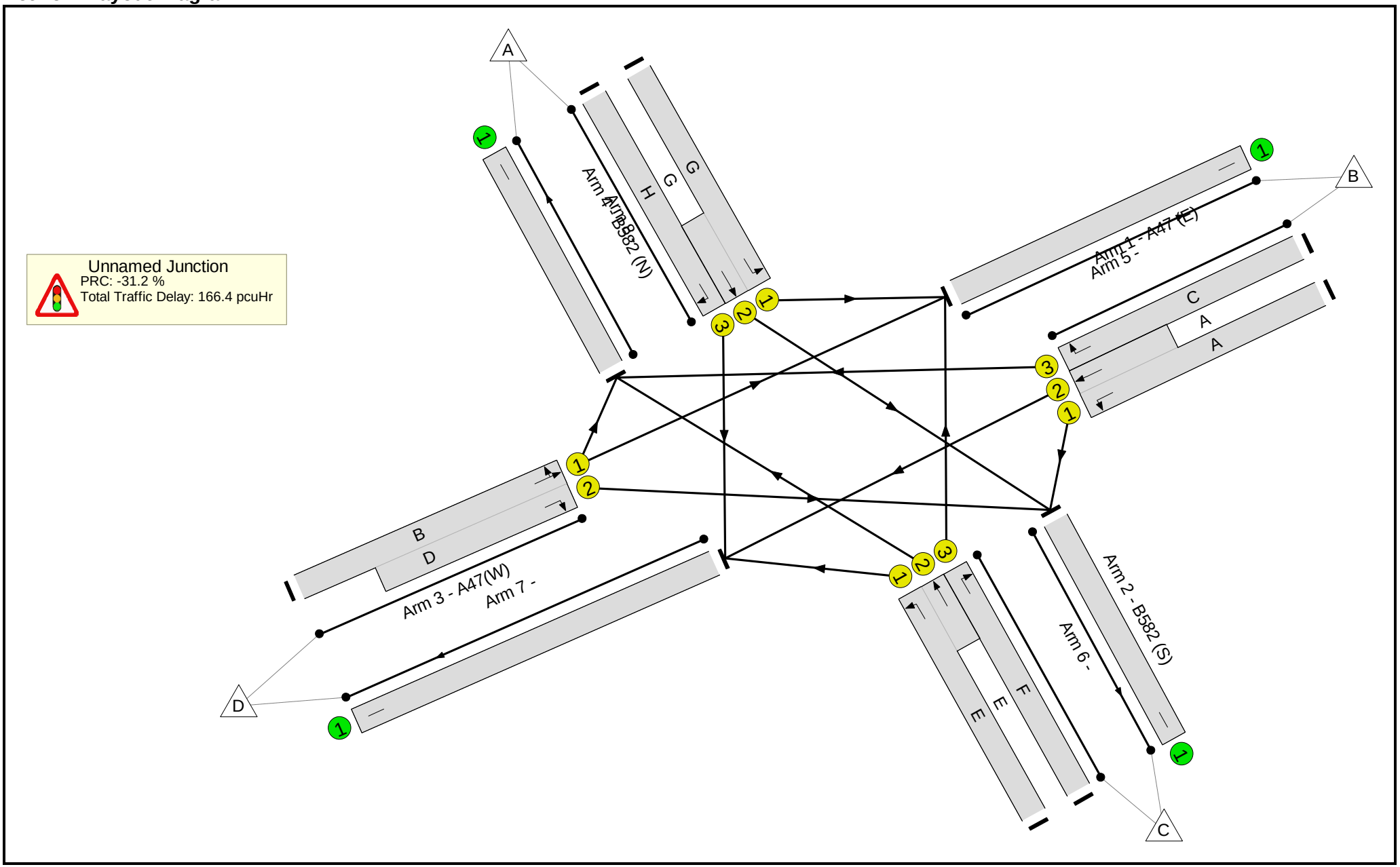
Stage	1	2	3	4
Duration	23	7	20	13
Change Point	0	28	42	70

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Desford Cross Roads Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**118.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**118.1%**
1/1+1/2	A47 (E) Left Ahead	U	N/A	N/A	A		1	23	-	539	1694:2055	148+462	88.4 : 88.4%
1/3	A47 (E) Right	U	N/A	N/A	C		1	7	-	120	1927	171	70.1%
2/1+2/2	B582 (S) Left Ahead	U	N/A	N/A	E		1	21	-	660	1850:1939	167+392	118.1 : 118.1%
2/3	B582 (S) Right	U	N/A	N/A	F		1	13	-	330	1912	297	111.0%
3/1+3/2	A47(W) Ahead Right Left	U	N/A	N/A	B D		1	23:7	-	715	1933:1868	515+104	115.4 : 115.4%
4/1+4/2	B582 (N) Left Ahead	U	N/A	N/A	G		1	20	-	405	1755:1939	231+357	68.9 : 68.9%
4/3	B582 (N) Right	U	N/A	N/A	H		1	13	-	105	1912	297	35.3%
5/1		U	N/A	N/A	-		-	-	-	1008	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	659	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: Desford Cross Roads Junction	**-**	**-**	**0**	**0**	**0**	**35.2**	**131.2**	**0.0**	**166.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**35.2**	**131.2**	**0.0**	**166.4**	**-**	**-**	**-**	**-**
1/1+1/2	539	539	-	-	-	4.5	3.5	-	8.0	53.3	10.7	3.5	14.2
1/3	120	120	-	-	-	1.3	1.1	-	2.4	73.5	2.9	1.1	4.0
2/1+2/2	660	559	-	-	-	9.5	53.6	-	63.1	344.0	17.7	53.6	71.4
2/3	330	297	-	-	-	5.2	20.3	-	25.5	278.1	9.6	20.3	29.9
3/1+3/2	715	634	-	-	-	10.4	51.3	-	61.7	310.4	19.8	51.3	71.1
4/1+4/2	405	405	-	-	-	3.4	1.1	-	4.4	39.5	5.5	1.1	6.6
4/3	105	105	-	-	-	1.0	0.3	-	1.3	43.3	2.3	0.3	2.6
5/1	906	906	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -31.2
PRC Over All Lanes (%): -31.2

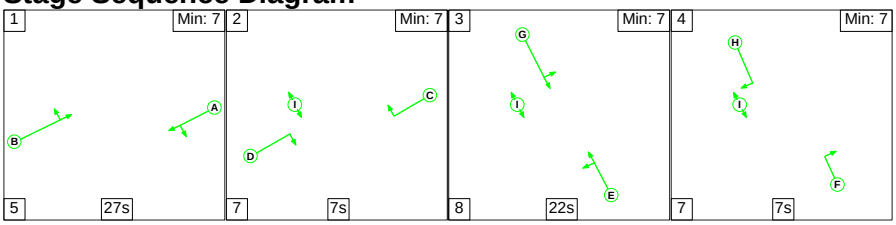
Total Delay for Signalled Lanes (pcuHr): 166.36
Total Delay Over All Lanes(pcuHr): 166.36

Cycle Time (s): 90

Full Input Data And Results

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

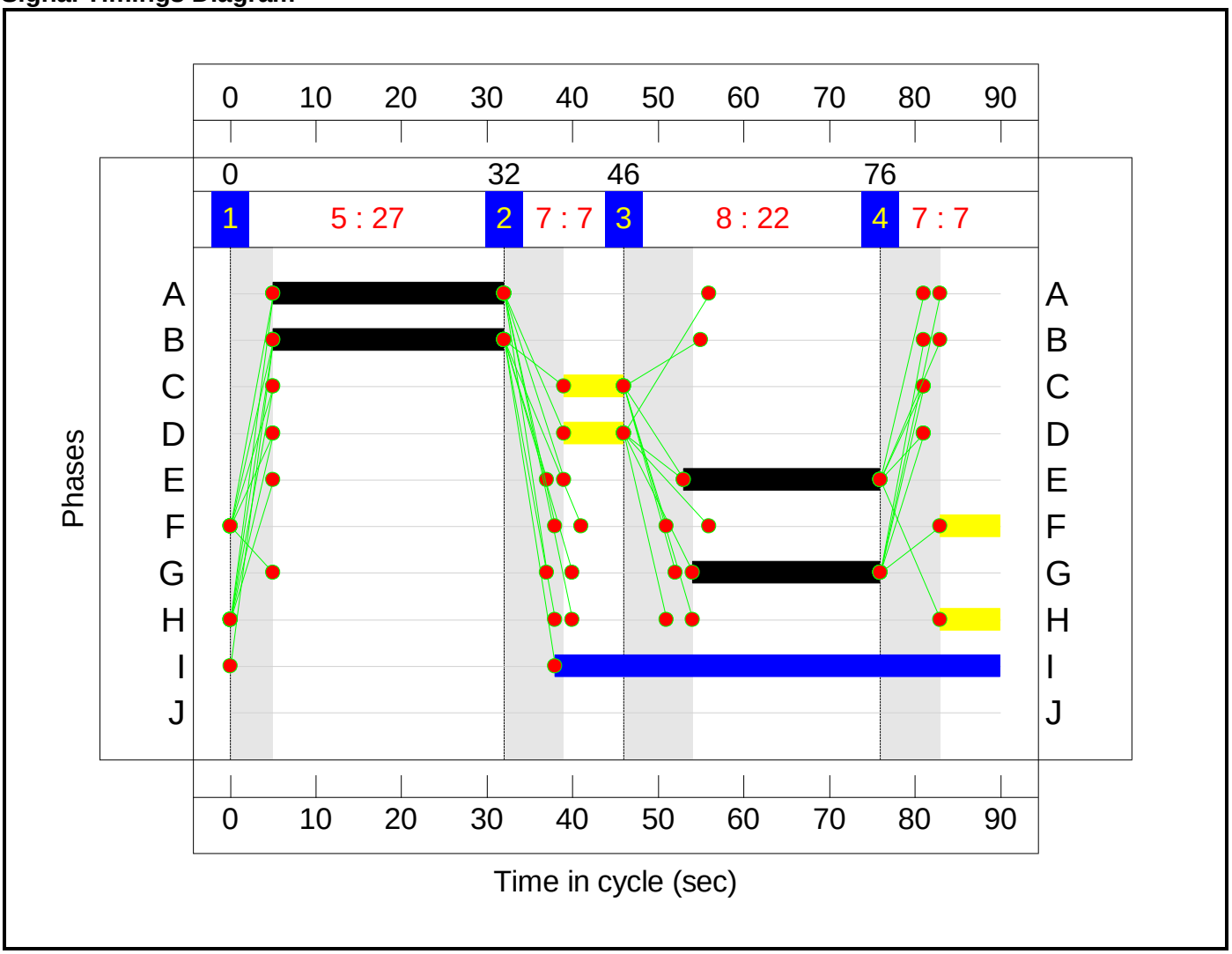
Stage Sequence Diagram



Stage Timings

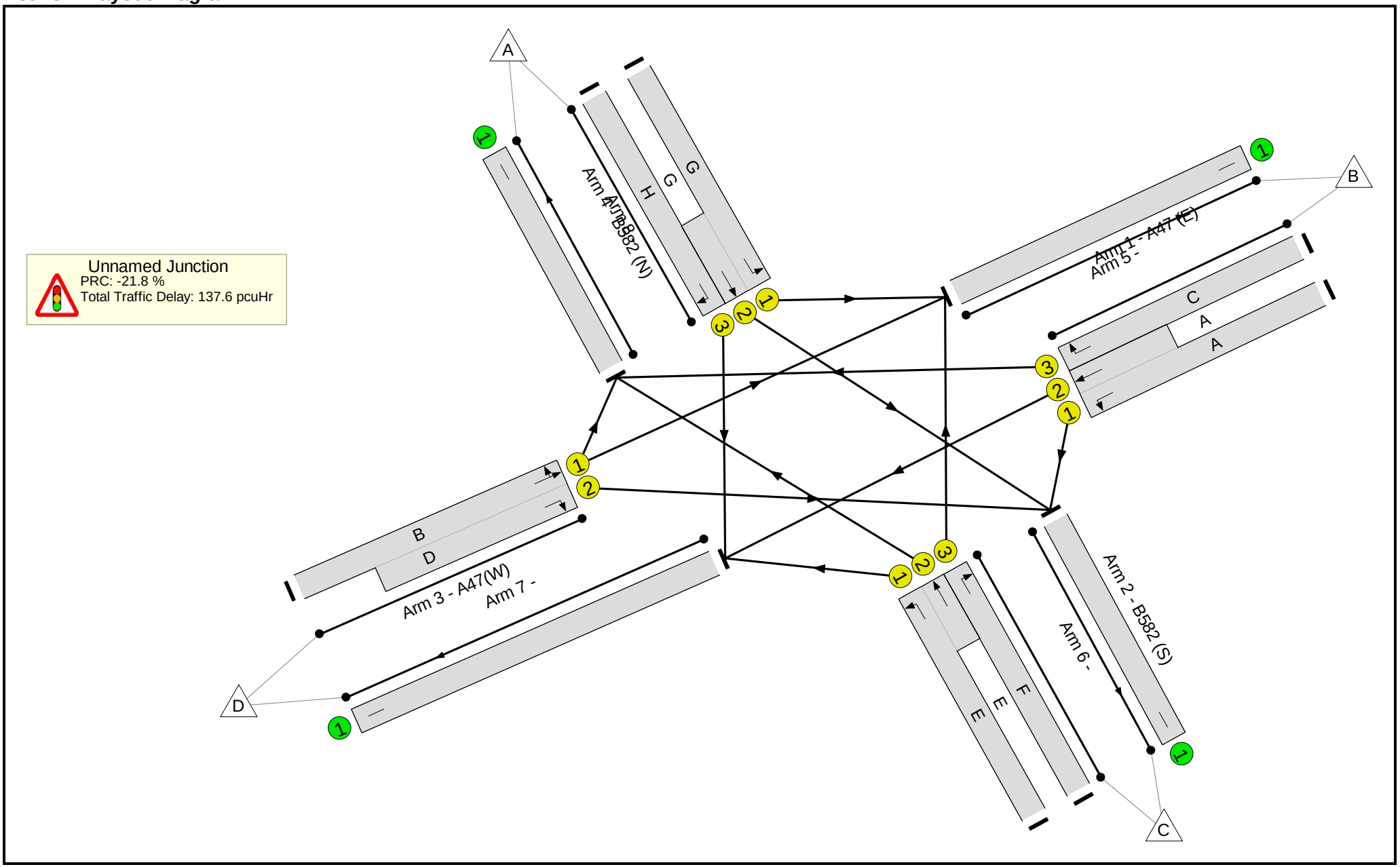
Stage	1	2	3	4
Duration	27	7	22	7
Change Point	0	32	46	76

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Desford Cross Roads Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**109.6%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**109.6%**
1/1+1/2	A47 (E) Left Ahead	U	N/A	N/A	A		1	27	-	876	1694:2055	406+397	109.0 : 109.0%
1/3	A47 (E) Right	U	N/A	N/A	C		1	7	-	157	1927	171	91.7%
2/1+2/2	B582 (S) Left Ahead	U	N/A	N/A	E		1	23	-	308	1850:1939	290+371	46.6 : 46.6%
2/3	B582 (S) Right	U	N/A	N/A	F		1	7	-	96	1912	170	56.5%
3/1+3/2	A47(W) Ahead Right Left	U	N/A	N/A	B D		1	27:7	-	708	1938:1868	601+62	106.8 : 106.8%
4/1+4/2	B582 (N) Left Ahead	U	N/A	N/A	G		1	22	-	608	1755:1939	116+439	109.6 : 109.6%
4/3	B582 (N) Right	U	N/A	N/A	H		1	7	-	56	1912	170	32.9%
5/1		U	N/A	N/A	-		-	-	-	796	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	990	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	624	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	399	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: Desford Cross Roads Junction	**-**	**-**	**0**	**0**	**0**	**30.9**	**106.6**	**0.0**	**137.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**30.9**	**106.6**	**0.0**	**137.6**	**-**	**-**	**-**	**-**
1/1+1/2	876	804	-	-	-	10.0	41.5	-	51.5	211.5	19.3	41.5	60.8
1/3	157	157	-	-	-	1.8	3.6	-	5.4	124.1	3.9	3.6	7.5
2/1+2/2	308	308	-	-	-	2.3	0.4	-	2.7	31.5	3.5	0.4	3.9
2/3	96	96	-	-	-	1.0	0.6	-	1.7	63.3	2.3	0.6	2.9
3/1+3/2	708	667	-	-	-	8.0	28.7	-	36.7	186.8	18.8	28.7	47.4
4/1+4/2	608	555	-	-	-	7.2	31.5	-	38.7	229.3	15.8	31.5	47.3
4/3	56	56	-	-	-	0.6	0.2	-	0.8	54.3	1.3	0.2	1.6
5/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	911	911	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -21.8
PRC Over All Lanes (%): -21.8

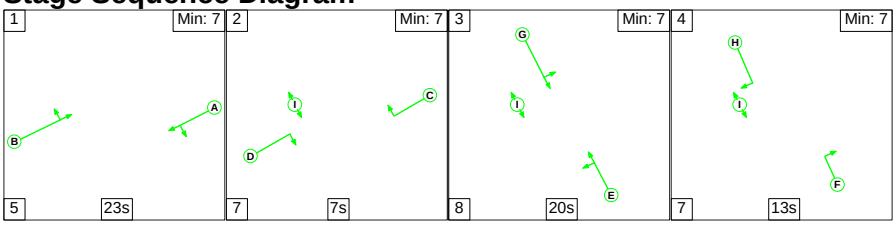
Total Delay for Signalled Lanes (pcuHr): 137.56
Total Delay Over All Lanes(pcuHr): 137.56

Cycle Time (s): 90

Full Input Data And Results

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

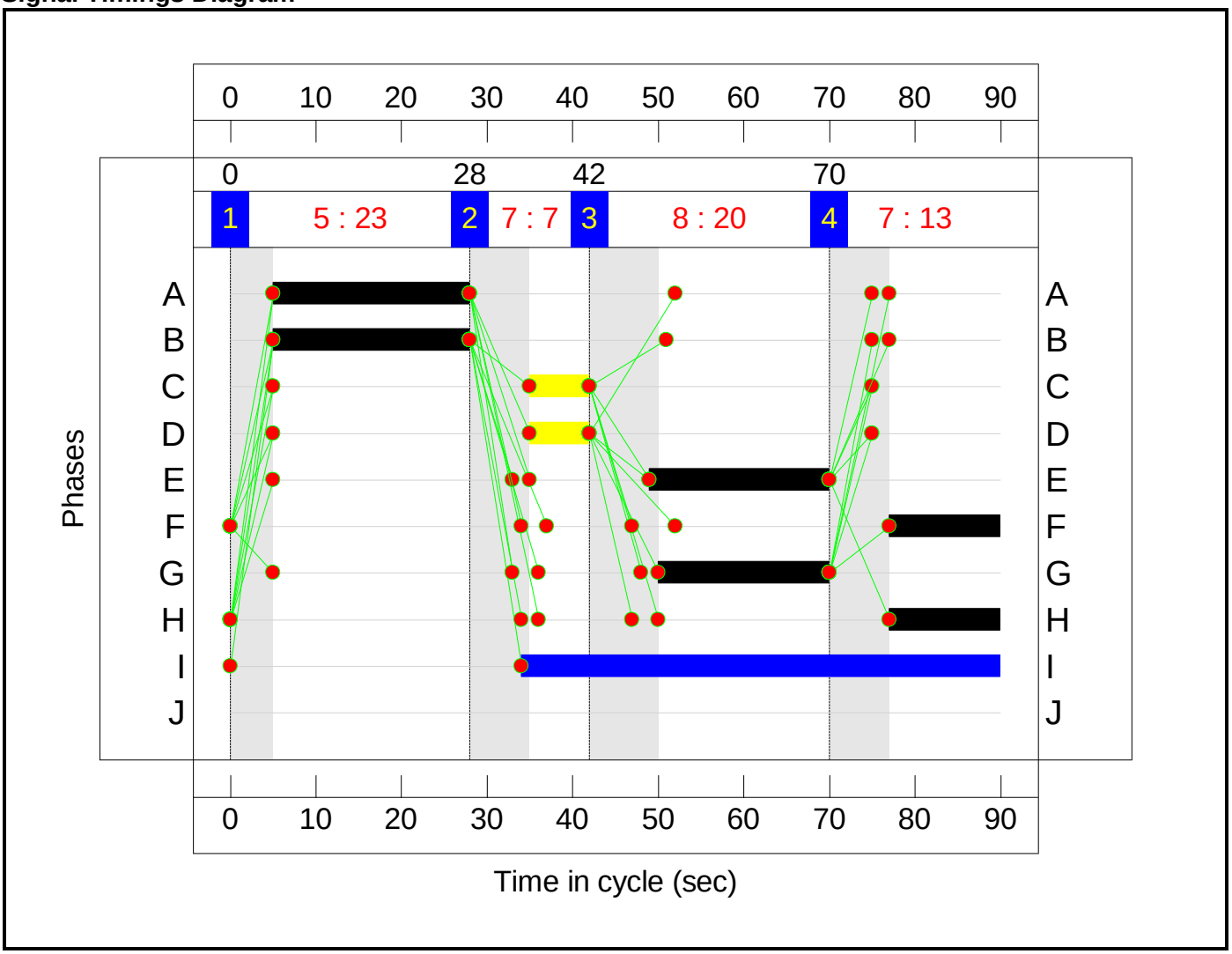
Stage Sequence Diagram



Stage Timings

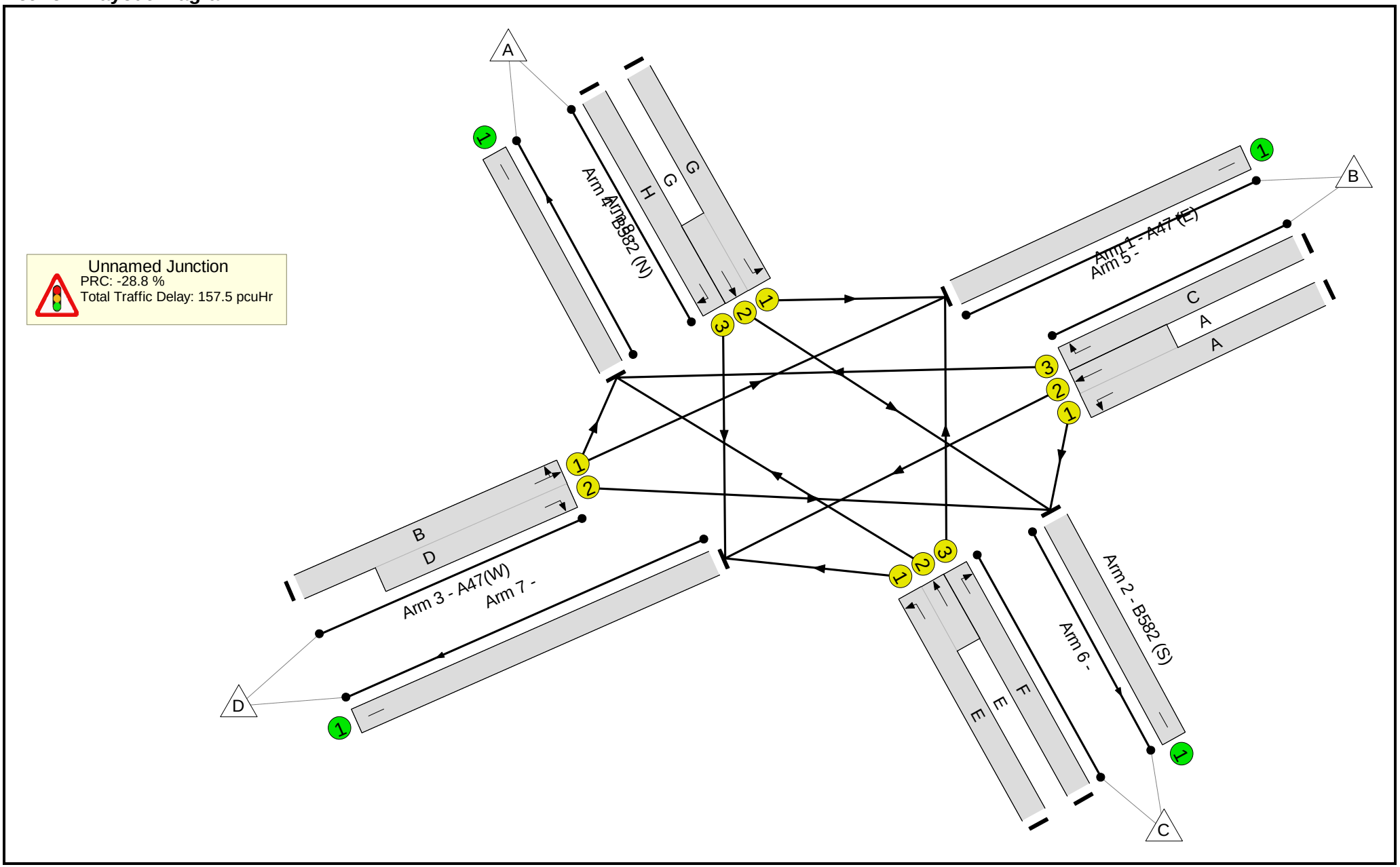
Stage	1	2	3	4
Duration	23	7	20	13
Change Point	0	28	42	70

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Desford Cross Roads Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**115.9%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**115.9%**
1/1+1/2	A47 (E) Left Ahead	U	N/A	N/A	A		1	23	-	514	1694:2055	154+459	83.8 : 83.8%
1/3	A47 (E) Right	U	N/A	N/A	C		1	7	-	121	1927	171	70.6%
2/1+2/2	B582 (S) Left Ahead	U	N/A	N/A	E		1	21	-	642	1850:1939	159+396	115.7 : 115.7%
2/3	B582 (S) Right	U	N/A	N/A	F		1	13	-	327	1912	297	109.9%
3/1+3/2	A47(W) Ahead Right Left	U	N/A	N/A	B D		1	23:7	-	717	1932:1868	515+104	115.9 : 115.9%
4/1+4/2	B582 (N) Left Ahead	U	N/A	N/A	G		1	20	-	399	1755:1939	236+356	67.5 : 67.5%
4/3	B582 (N) Right	U	N/A	N/A	H		1	13	-	97	1912	297	32.6%
5/1		U	N/A	N/A	-		-	-	-	1006	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	666	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	656	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: Desford Cross Roads Junction	**-**	**-**	**0**	**0**	**0**	**34.1**	**123.4**	**0.0**	**157.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**34.1**	**123.4**	**0.0**	**157.5**	**-**	**-**	**-**	**-**
1/1+1/2	514	514	-	-	-	4.2	2.5	-	6.7	46.9	9.7	2.5	12.2
1/3	121	121	-	-	-	1.3	1.2	-	2.5	74.1	2.9	1.2	4.1
2/1+2/2	642	555	-	-	-	8.8	46.9	-	55.8	312.8	17.0	46.9	64.0
2/3	327	297	-	-	-	5.0	19.1	-	24.0	264.7	9.4	19.1	28.5
3/1+3/2	717	632	-	-	-	10.5	52.5	-	63.0	316.5	19.9	52.5	72.5
4/1+4/2	399	399	-	-	-	3.3	1.0	-	4.3	39.0	5.3	1.0	6.3
4/3	97	97	-	-	-	0.9	0.2	-	1.2	42.8	2.2	0.2	2.4
5/1	905	905	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -28.8
PRC Over All Lanes (%): -28.8

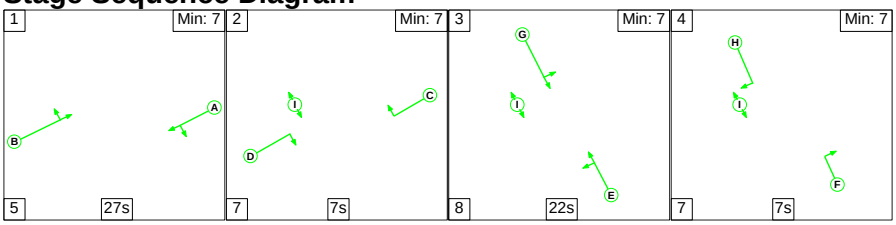
Total Delay for Signalled Lanes (pcuHr): 157.52
Total Delay Over All Lanes(pcuHr): 157.52

Cycle Time (s): 90

Full Input Data And Results

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

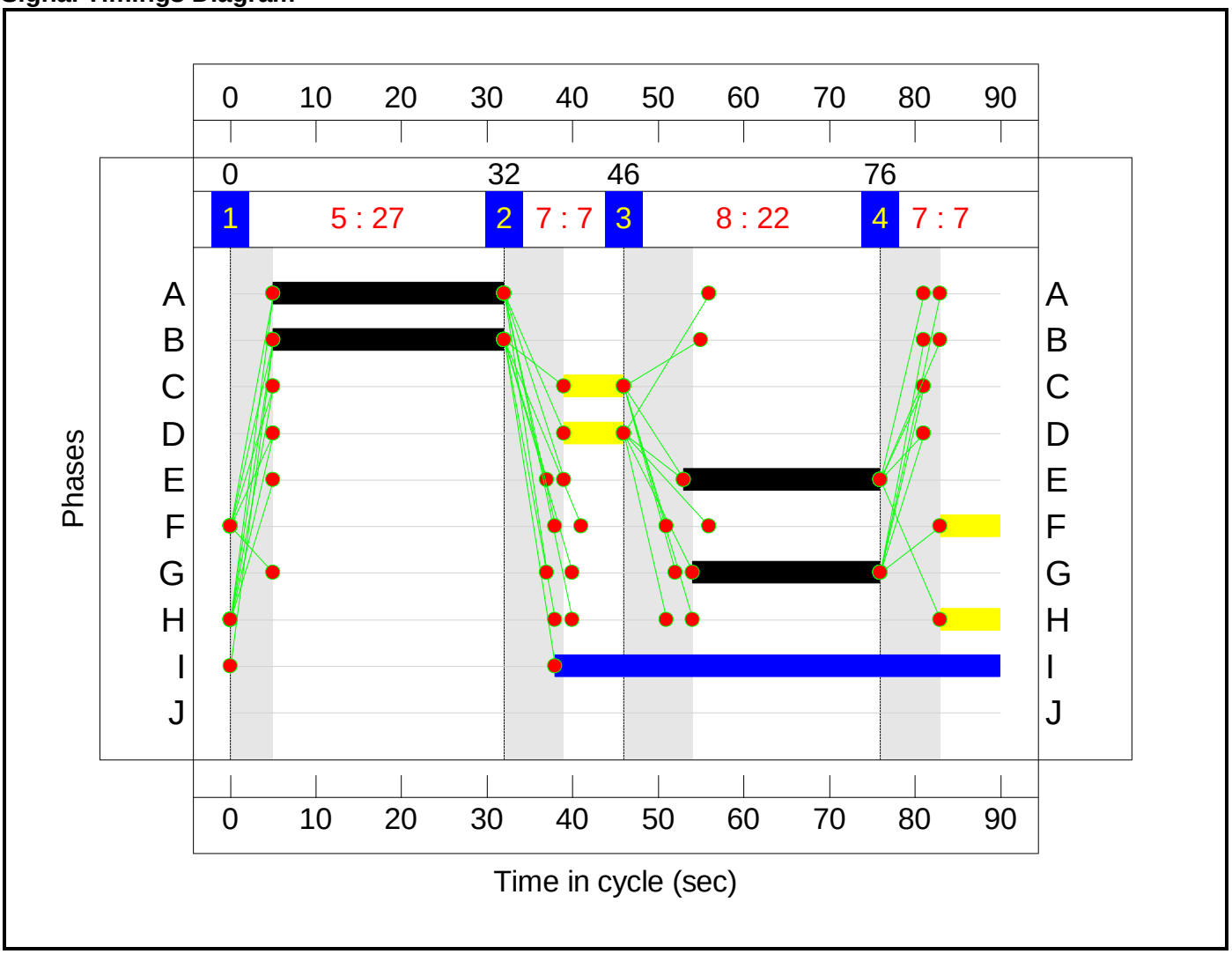
Stage Sequence Diagram



Stage Timings

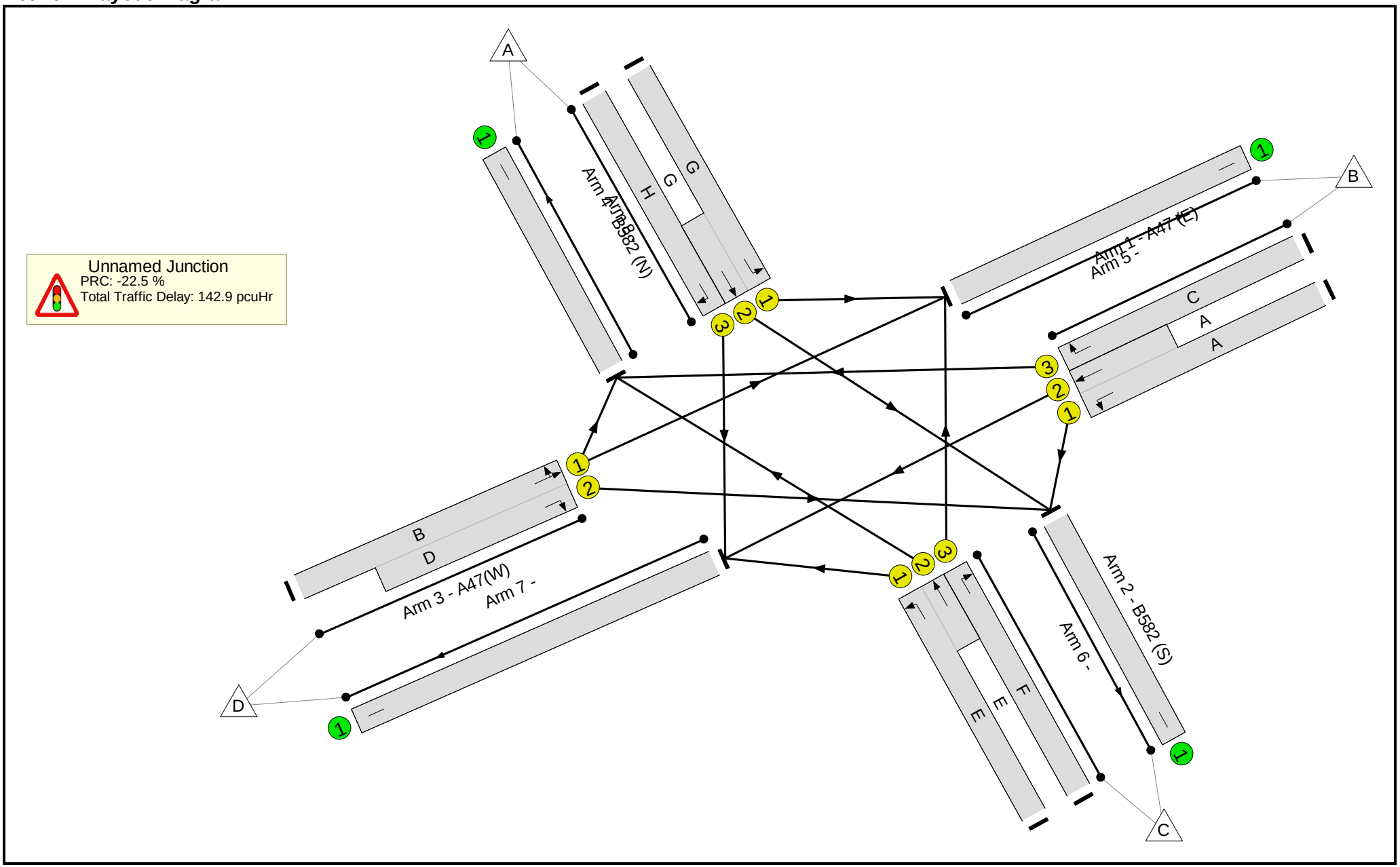
Stage	1	2	3	4
Duration	27	7	22	7
Change Point	0	32	46	76

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Desford Cross Roads Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.2%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.2%**
1/1+1/2	A47 (E) Left Ahead	U	N/A	N/A	A		1	27	-	889	1694:2055	405+406	109.7 : 109.7%
1/3	A47 (E) Right	U	N/A	N/A	C		1	7	-	155	1927	171	90.5%
2/1+2/2	B582 (S) Left Ahead	U	N/A	N/A	E		1	23	-	320	1850:1939	297+368	48.1 : 48.1%
2/3	B582 (S) Right	U	N/A	N/A	F		1	7	-	99	1912	170	58.3%
3/1+3/2	A47(W) Ahead Right Left	U	N/A	N/A	B D		1	27:7	-	709	1938:1868	601+62	107.0 : 107.0%
4/1+4/2	B582 (N) Left Ahead	U	N/A	N/A	G		1	22	-	611	1755:1939	115+439	110.2 : 110.2%
4/3	B582 (N) Right	U	N/A	N/A	H		1	7	-	57	1912	170	33.5%
5/1		U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	994	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	401	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: Desford Cross Roads Junction	**-**	**-**	**0**	**0**	**0**	**31.6**	**111.3**	**0.0**	**142.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**31.6**	**111.3**	**0.0**	**142.9**	**-**	**-**	**-**	**-**
1/1+1/2	889	810	-	-	-	10.3	44.4	-	54.7	221.7	19.6	44.4	64.0
1/3	155	155	-	-	-	1.7	3.4	-	5.1	118.8	3.8	3.4	7.2
2/1+2/2	320	320	-	-	-	2.4	0.5	-	2.8	31.7	3.5	0.5	4.0
2/3	99	99	-	-	-	1.1	0.7	-	1.8	64.3	2.4	0.7	3.0
3/1+3/2	709	667	-	-	-	8.1	29.1	-	37.2	189.1	18.8	29.1	47.9
4/1+4/2	611	554	-	-	-	7.4	33.0	-	40.3	237.6	16.0	33.0	49.0
4/3	57	57	-	-	-	0.6	0.3	-	0.9	54.4	1.3	0.3	1.6
5/1	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	910	910	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -22.5
PRC Over All Lanes (%): -22.5

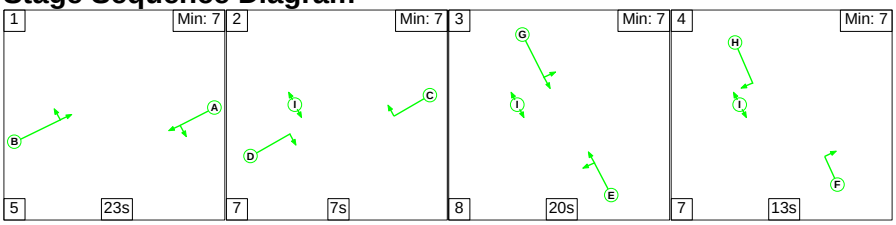
Total Delay for Signalled Lanes (pcuHr): 142.87
Total Delay Over All Lanes(pcuHr): 142.87

Cycle Time (s): 90

Full Input Data And Results

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

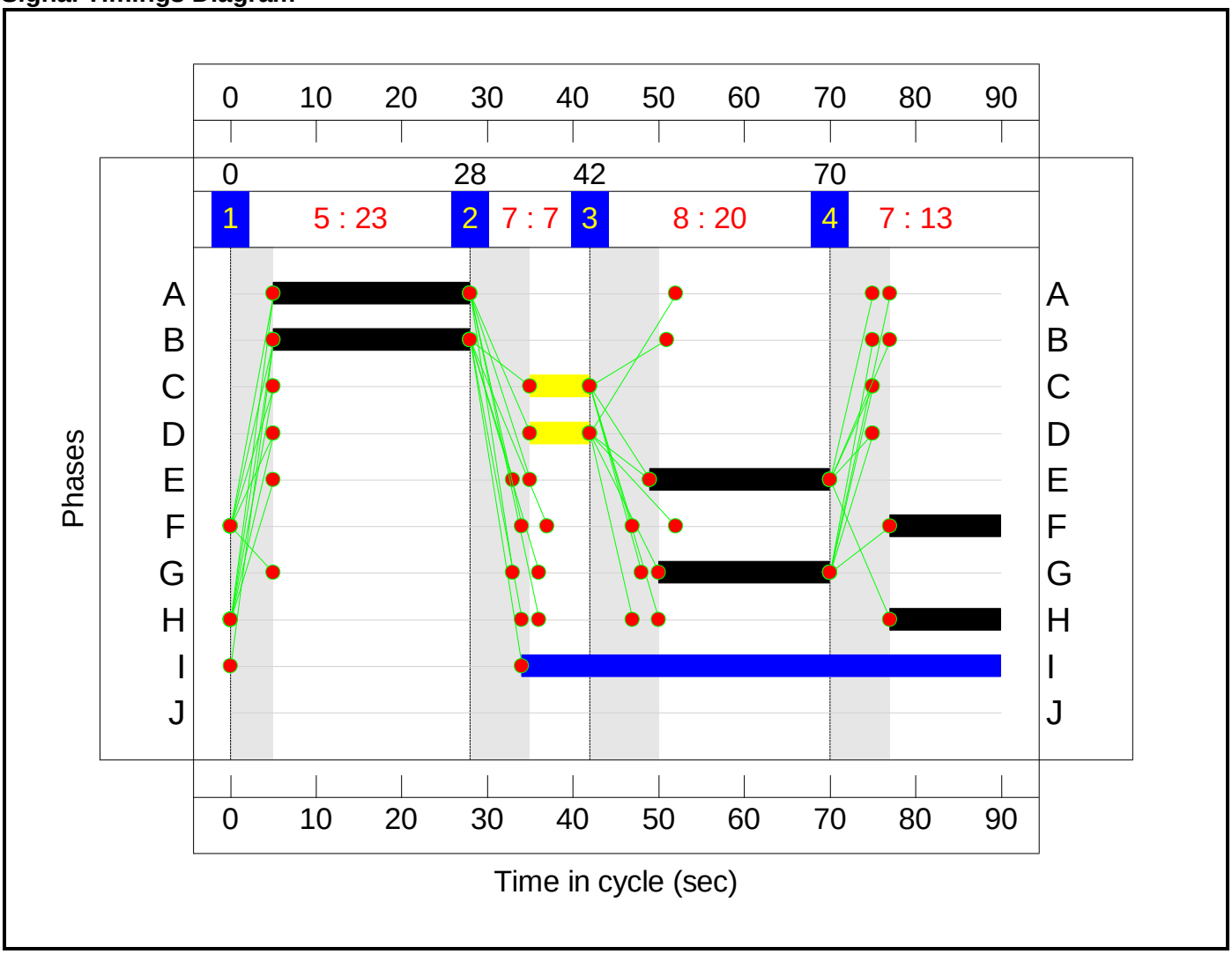
Stage Sequence Diagram



Stage Timings

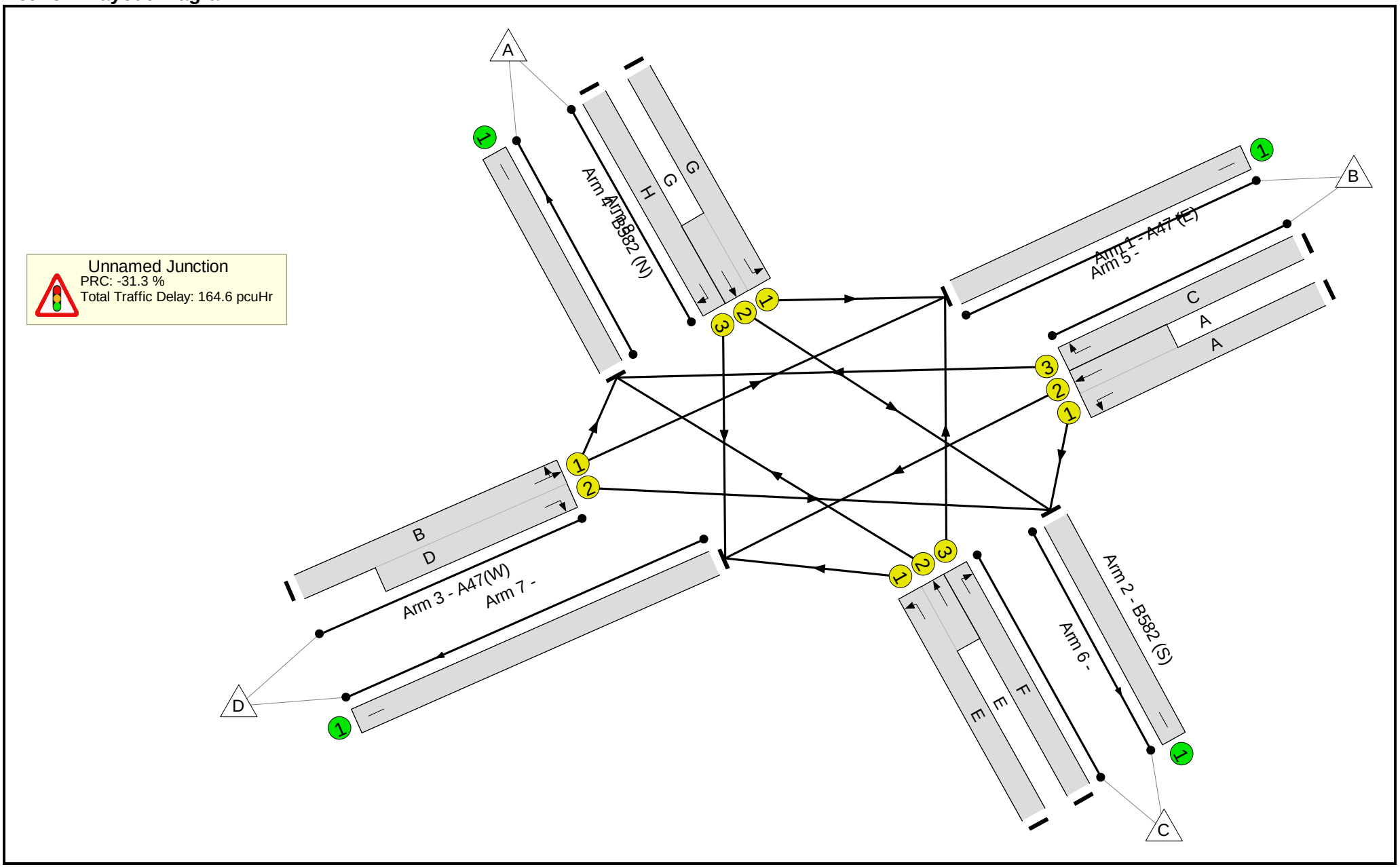
Stage	1	2	3	4
Duration	23	7	20	13
Change Point	0	28	42	70

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Desford Cross Roads Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**118.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**118.1%**
1/1+1/2	A47 (E) Left Ahead	U	N/A	N/A	A		1	23	-	535	1694:2055	154+459	87.3 : 87.3%
1/3	A47 (E) Right	U	N/A	N/A	C		1	7	-	124	1927	171	72.4%
2/1+2/2	B582 (S) Left Ahead	U	N/A	N/A	E		1	21	-	639	1850:1939	161+395	114.9 : 114.9%
2/3	B582 (S) Right	U	N/A	N/A	F		1	13	-	328	1912	297	110.3%
3/1+3/2	A47(W) Ahead Right Left	U	N/A	N/A	B D		1	23:7	-	730	1933:1868	515+102	118.1 : 118.1%
4/1+4/2	B582 (N) Left Ahead	U	N/A	N/A	G		1	20	-	408	1755:1939	234+356	69.1 : 69.1%
4/3	B582 (N) Right	U	N/A	N/A	H		1	13	-	99	1912	297	33.3%
5/1		U	N/A	N/A	-		-	-	-	1021	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	685	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	656	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: Desford Cross Roads Junction	**-**	**-**	**0**	**0**	**0**	**35.1**	**129.5**	**0.0**	**164.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**35.1**	**129.5**	**0.0**	**164.6**	**-**	**-**	**-**	**-**
1/1+1/2	535	535	-	-	-	4.5	3.2	-	7.6	51.4	10.5	3.2	13.7
1/3	124	124	-	-	-	1.4	1.2	-	2.6	76.1	3.0	1.2	4.2
2/1+2/2	639	556	-	-	-	8.7	45.1	-	53.8	302.9	16.8	45.1	61.9
2/3	328	297	-	-	-	5.0	19.5	-	24.5	269.2	9.5	19.5	29.0
3/1+3/2	730	629	-	-	-	11.2	59.1	-	70.4	347.0	20.7	59.1	79.8
4/1+4/2	408	408	-	-	-	3.4	1.1	-	4.5	39.6	5.5	1.1	6.6
4/3	99	99	-	-	-	0.9	0.2	-	1.2	42.9	2.2	0.2	2.4
5/1	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -31.3
PRC Over All Lanes (%): -31.3

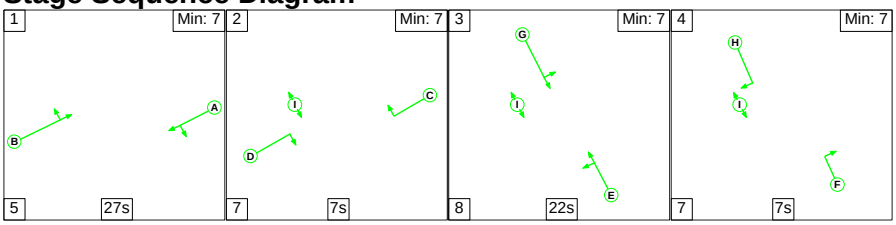
Total Delay for Signalled Lanes (pcuHr): 164.57
Total Delay Over All Lanes(pcuHr): 164.57

Cycle Time (s): 90

Full Input Data And Results

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

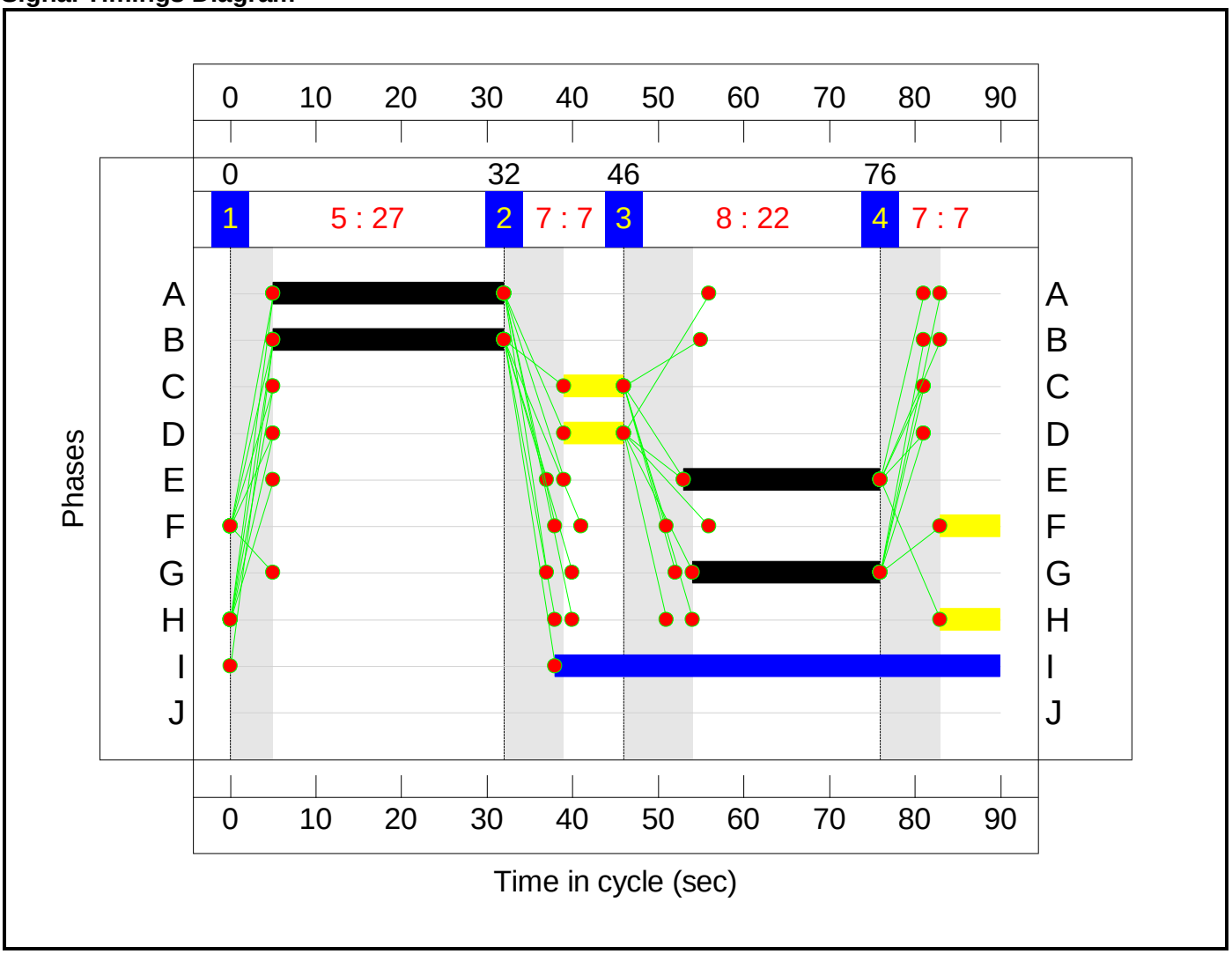
Stage Sequence Diagram



Stage Timings

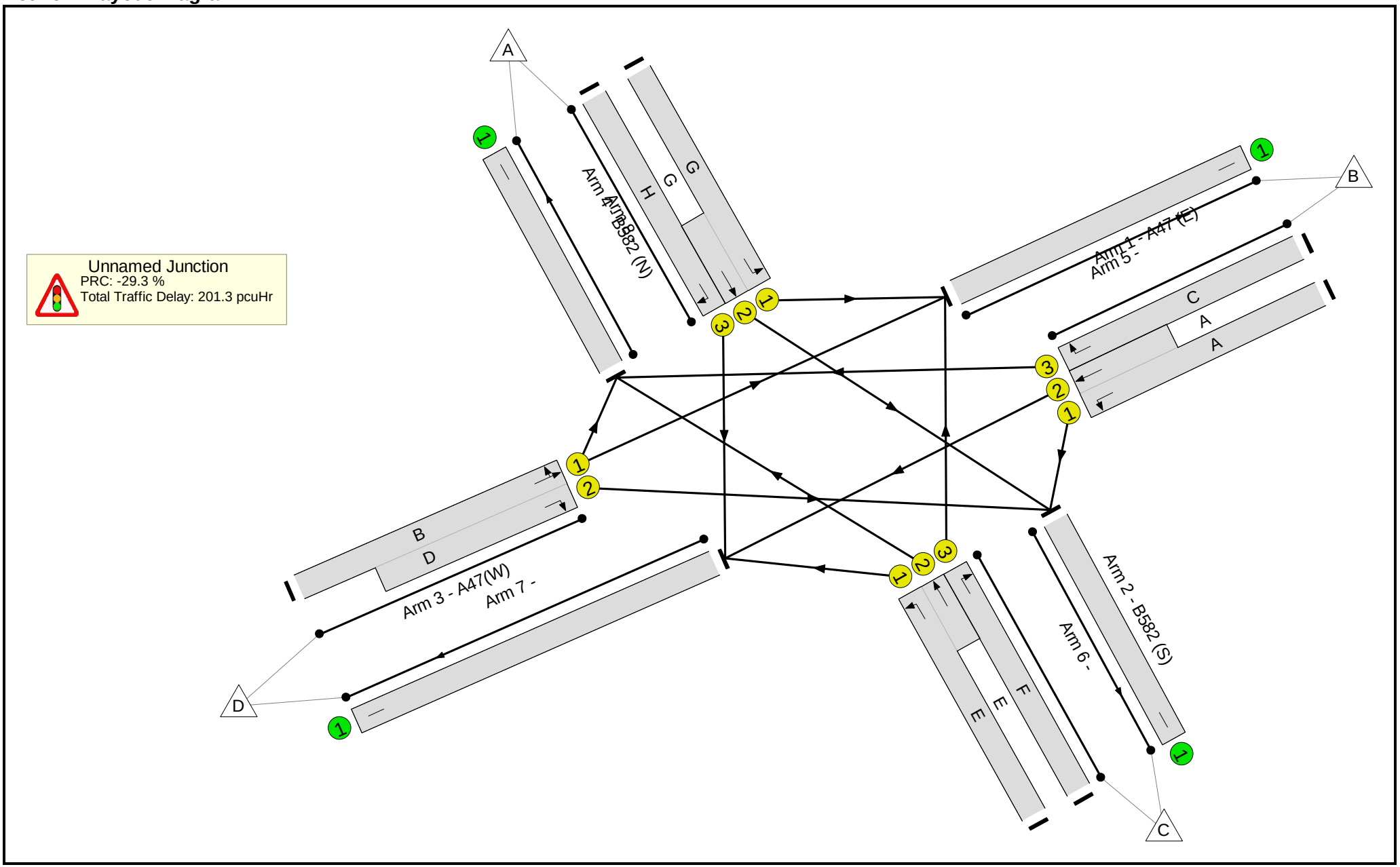
Stage	1	2	3	4
Duration	27	7	22	7
Change Point	0	32	46	76

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Desford Cross Roads Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**116.4%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**116.4%**
1/1+1/2	A47 (E) Left Ahead	U	N/A	N/A	A		1	27	-	926	1694:2055	406+398	115.2 : 115.2%
1/3	A47 (E) Right	U	N/A	N/A	C		1	7	-	183	1927	171	106.8%
2/1+2/2	B582 (S) Left Ahead	U	N/A	N/A	E		1	23	-	342	1850:1939	267+381	52.8 : 52.8%
2/3	B582 (S) Right	U	N/A	N/A	F		1	7	-	128	1912	170	75.3%
3/1+3/2	A47(W) Ahead Right Left	U	N/A	N/A	B D		1	27:7	-	717	1941:1868	603+50	109.7 : 109.7%
4/1+4/2	B582 (N) Left Ahead	U	N/A	N/A	G		1	22	-	662	1755:1939	143+425	116.4 : 116.4%
4/3	B582 (N) Right	U	N/A	N/A	H		1	7	-	57	1912	170	33.5%
5/1		U	N/A	N/A	-		-	-	-	893	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1018	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	448	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: Desford Cross Roads Junction	**-**	**-**	**0**	**0**	**0**	**37.5**	**163.7**	**0.0**	**201.3**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**37.5**	**163.7**	**0.0**	**201.3**	**-**	**-**	**-**	**-**
1/1+1/2	926	804	-	-	-	12.6	64.7	-	77.2	300.3	21.8	64.7	86.5
1/3	183	171	-	-	-	2.5	10.3	-	12.8	252.3	4.9	10.3	15.2
2/1+2/2	342	342	-	-	-	2.5	0.6	-	3.1	32.6	4.1	0.6	4.6
2/3	128	128	-	-	-	1.4	1.4	-	2.9	80.2	3.1	1.4	4.5
3/1+3/2	717	658	-	-	-	8.9	36.6	-	45.5	228.5	20.3	36.6	56.9
4/1+4/2	662	569	-	-	-	9.0	49.9	-	58.9	320.2	17.9	49.9	67.8
4/3	57	57	-	-	-	0.6	0.3	-	0.9	54.4	1.3	0.3	1.6
5/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

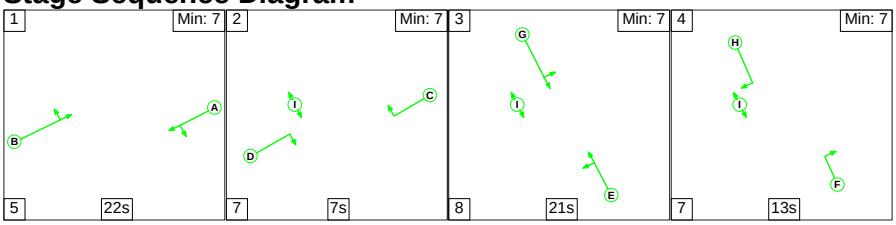
C1 PRC for Signalled Lanes (%): -29.3 Total Delay for Signalled Lanes (pcuHr): 201.27 Cycle Time (s): 90

PRC Over All Lanes (%): -29.3 Total Delay Over All Lanes(pcuHr): 201.27

Full Input Data And Results

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

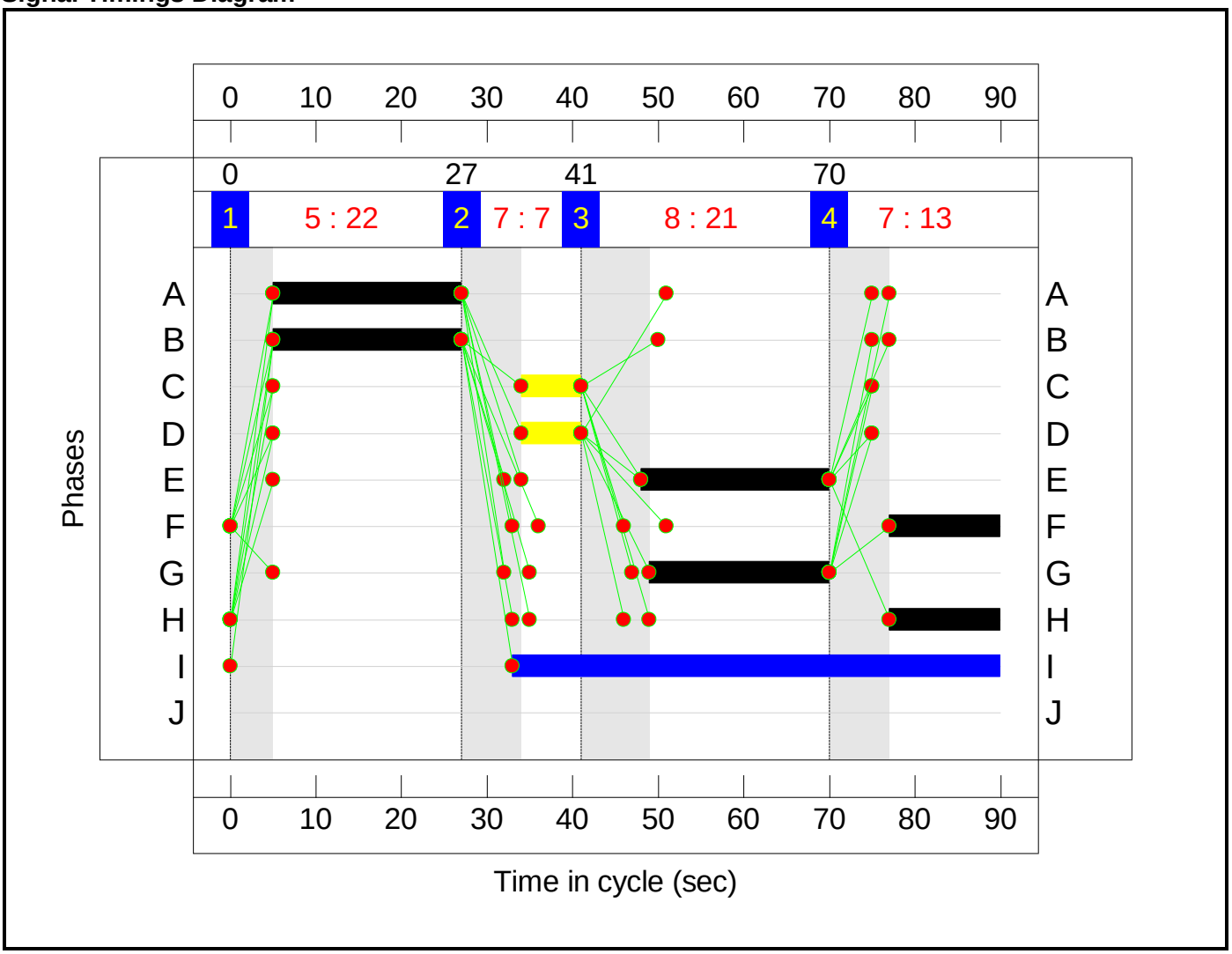
Stage Sequence Diagram



Stage Timings

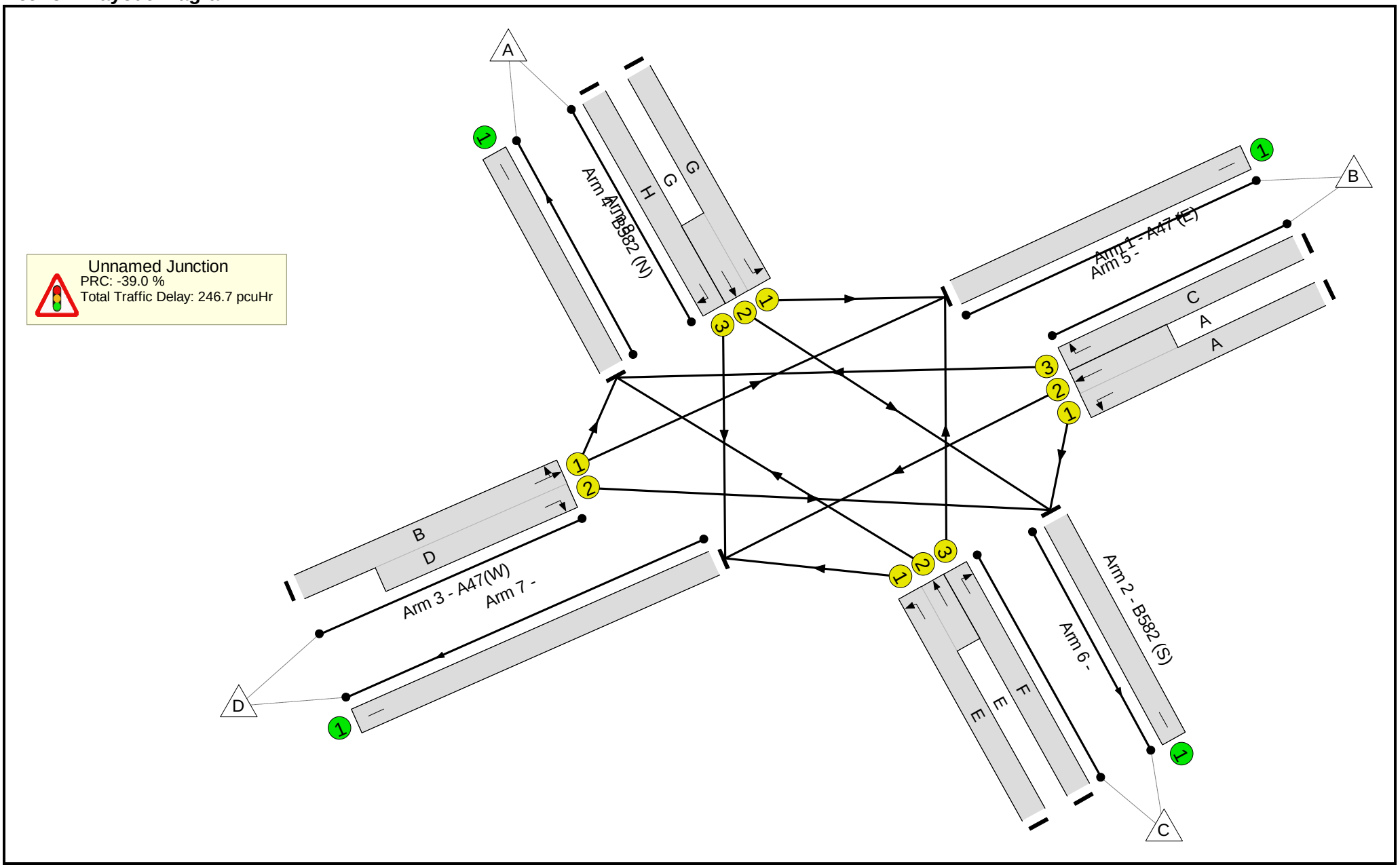
Stage	1	2	3	4
Duration	22	7	21	13
Change Point	0	27	41	70

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Desford Cross Roads Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**125.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**125.1%**
1/1+1/2	A47 (E) Left Ahead	U	N/A	N/A	A		1	22	-	591	1694:2055	122+455	102.5 : 102.5%
1/3	A47 (E) Right	U	N/A	N/A	C		1	7	-	110	1927	171	64.2%
2/1+2/2	B582 (S) Left Ahead	U	N/A	N/A	E		1	22	-	750	1850:1939	210+389	125.1 : 125.1%
2/3	B582 (S) Right	U	N/A	N/A	F		1	13	-	357	1912	297	120.0%
3/1+3/2	A47(W) Ahead Right Left	U	N/A	N/A	B D		1	22:7	-	741	1934:1868	494+103	124.0 : 124.0%
4/1+4/2	B582 (N) Left Ahead	U	N/A	N/A	G		1	21	-	425	1755:1939	234+372	70.2 : 70.2%
4/3	B582 (N) Right	U	N/A	N/A	H		1	13	-	132	1912	297	44.4%
5/1		U	N/A	N/A	-		-	-	-	1058	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	861	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	673	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: Desford Cross Roads Junction	**-**	**-**	**0**	**0**	**0**	**43.4**	**203.3**	**0.0**	**246.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**43.4**	**203.3**	**0.0**	**246.7**	**-**	**-**	**-**	**-**
1/1+1/2	591	576	-	-	-	6.1	16.3	-	22.4	136.6	13.6	16.3	29.9
1/3	110	110	-	-	-	1.2	0.9	-	2.1	68.2	2.6	0.9	3.5
2/1+2/2	750	599	-	-	-	11.8	77.7	-	89.6	429.9	20.8	77.7	98.6
2/3	357	297	-	-	-	6.8	32.5	-	39.4	396.8	11.6	32.5	44.1
3/1+3/2	741	604	-	-	-	12.7	74.3	-	87.0	422.7	21.6	74.3	95.9
4/1+4/2	425	425	-	-	-	3.5	1.2	-	4.6	39.1	5.9	1.2	7.1
4/3	132	132	-	-	-	1.3	0.4	-	1.7	45.3	3.0	0.4	3.4
5/1	894	894	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -39.0
PRC Over All Lanes (%): -39.0

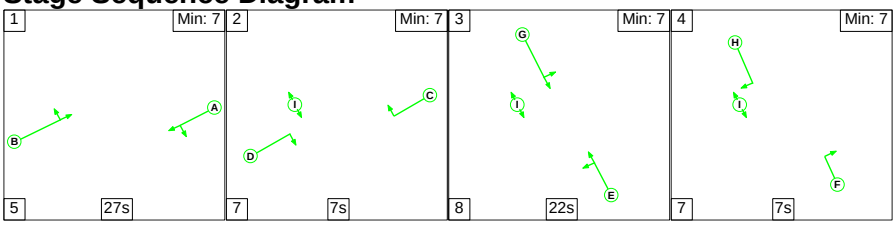
Total Delay for Signalled Lanes (pcuHr): 246.69
Total Delay Over All Lanes(pcuHr): 246.69

Cycle Time (s): 90

Full Input Data And Results

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

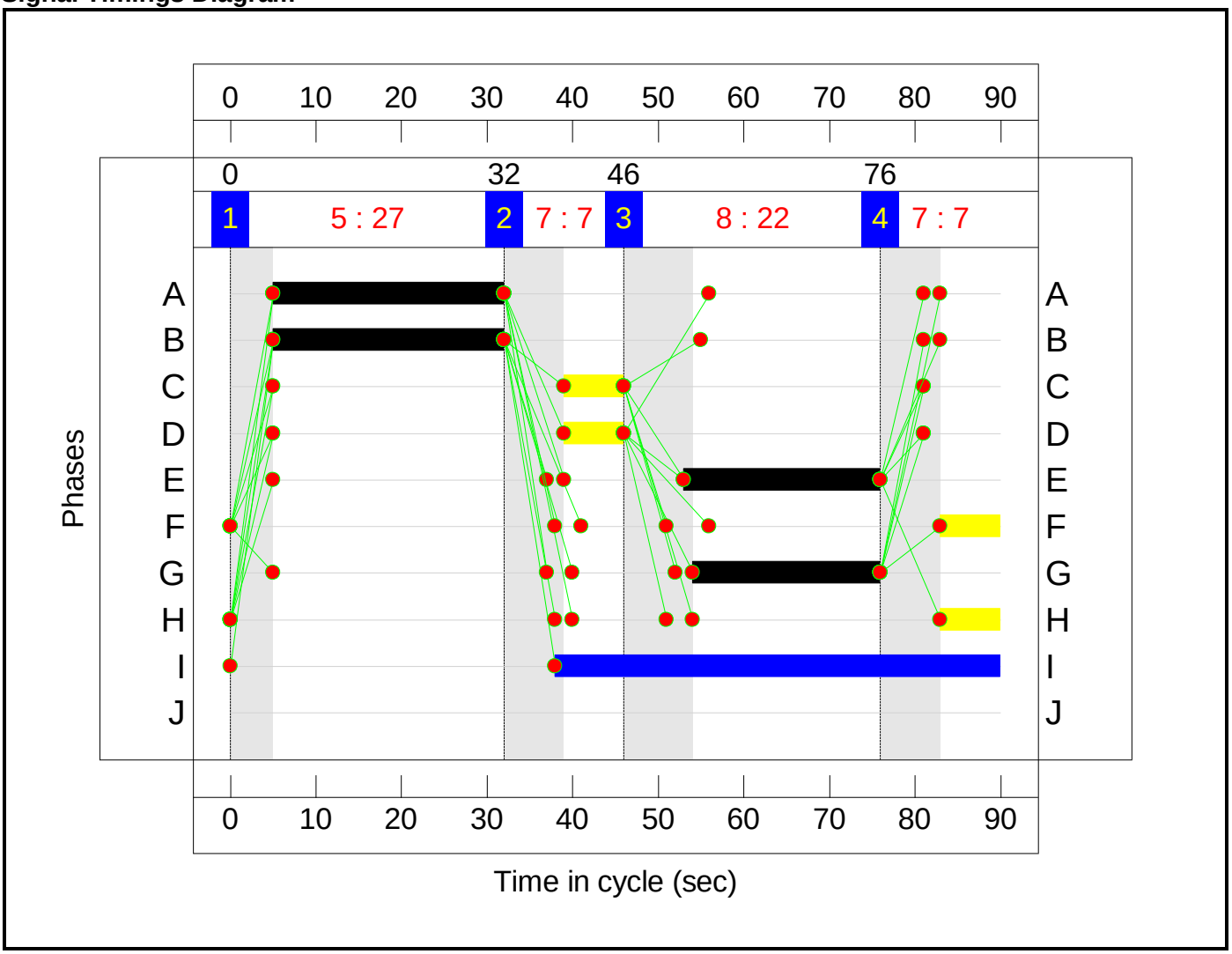
Stage Sequence Diagram



Stage Timings

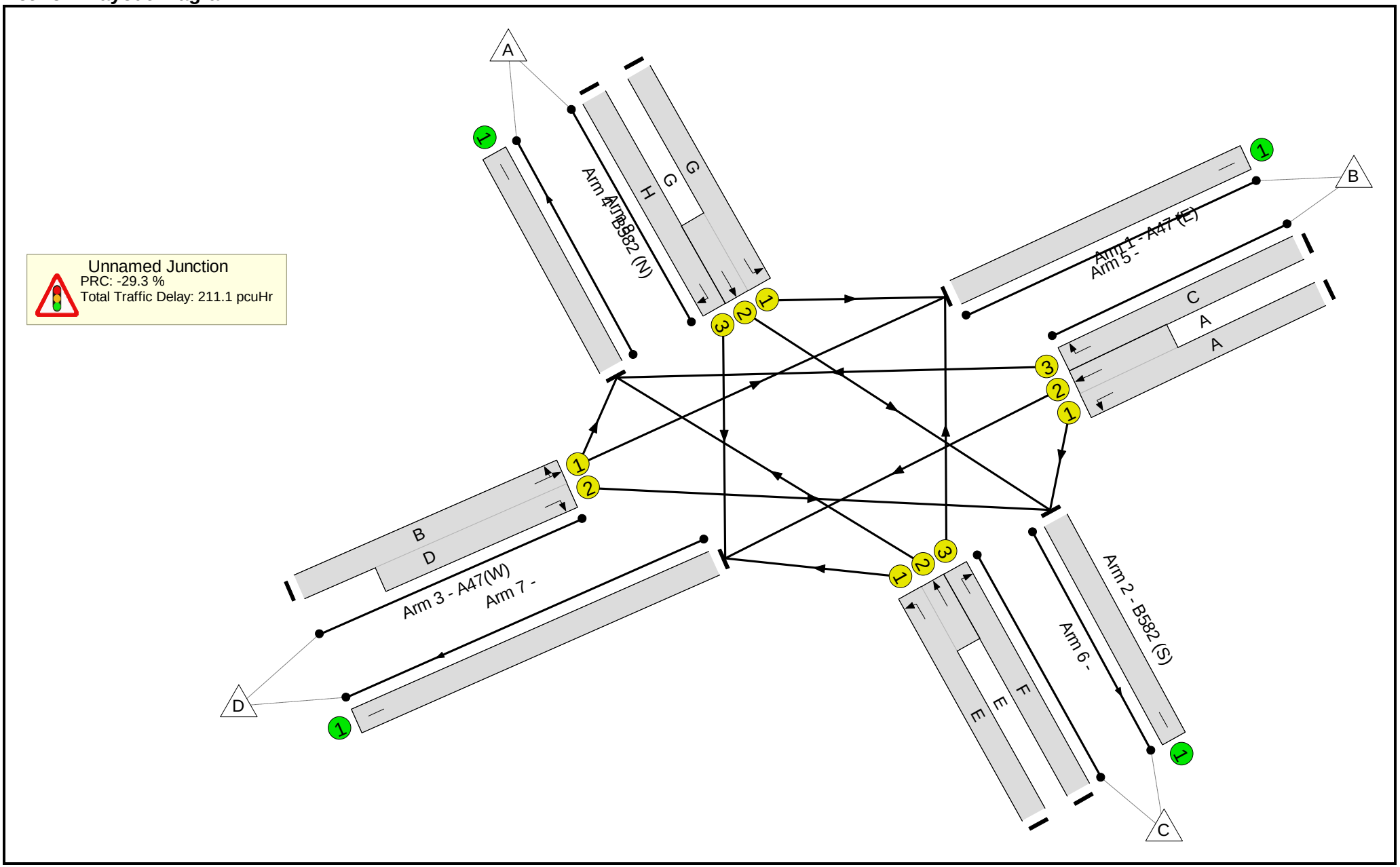
Stage	1	2	3	4
Duration	27	7	22	7
Change Point	0	32	46	76

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Desford Cross Roads Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**116.4%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**116.4%**
1/1+1/2	A47 (E) Left Ahead	U	N/A	N/A	A		1	27	-	923	1694:2055	408+388	115.9 : 115.9%
1/3	A47 (E) Right	U	N/A	N/A	C		1	7	-	187	1927	171	109.2%
2/1+2/2	B582 (S) Left Ahead	U	N/A	N/A	E		1	23	-	327	1850:1939	262+383	50.7 : 50.7%
2/3	B582 (S) Right	U	N/A	N/A	F		1	7	-	123	1912	170	72.4%
3/1+3/2	A47(W) Ahead Right Left	U	N/A	N/A	B D		1	27:7	-	729	1941:1868	604+49	111.7 : 111.7%
4/1+4/2	B582 (N) Left Ahead	U	N/A	N/A	G		1	22	-	661	1755:1939	142+426	116.4 : 116.4%
4/3	B582 (N) Right	U	N/A	N/A	H		1	7	-	57	1912	170	33.5%
5/1		U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1024	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	446	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: Desford Cross Roads Junction	**-**	**-**	**0**	**0**	**0**	**38.4**	**172.8**	**0.0**	**211.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**38.4**	**172.8**	**0.0**	**211.1**	**-**	**-**	**-**	**-**
1/1+1/2	923	797	-	-	-	12.8	66.7	-	79.5	309.9	22.0	66.7	88.7
1/3	187	171	-	-	-	2.7	11.8	-	14.5	279.8	5.1	11.8	16.9
2/1+2/2	327	327	-	-	-	2.4	0.5	-	2.9	32.2	3.9	0.5	4.4
2/3	123	123	-	-	-	1.4	1.2	-	2.6	76.3	3.0	1.2	4.2
3/1+3/2	729	659	-	-	-	9.5	42.4	-	51.9	256.3	21.2	42.4	63.6
4/1+4/2	661	568	-	-	-	8.9	49.9	-	58.8	320.4	17.9	49.9	67.7
4/3	57	57	-	-	-	0.6	0.3	-	0.9	54.4	1.3	0.3	1.6
5/1	810	810	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	423	423	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -29.3
PRC Over All Lanes (%): -29.3

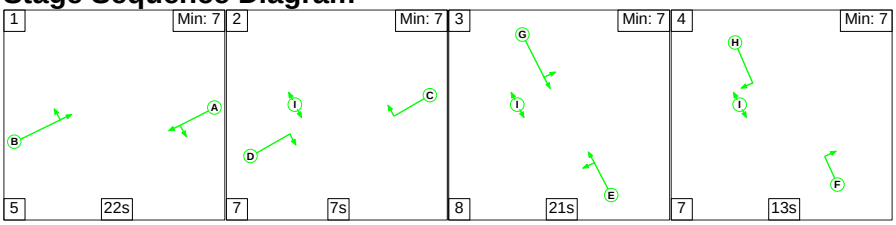
Total Delay for Signalled Lanes (pcuHr): 211.13
Total Delay Over All Lanes(pcuHr): 211.13

Cycle Time (s): 90

Full Input Data And Results

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

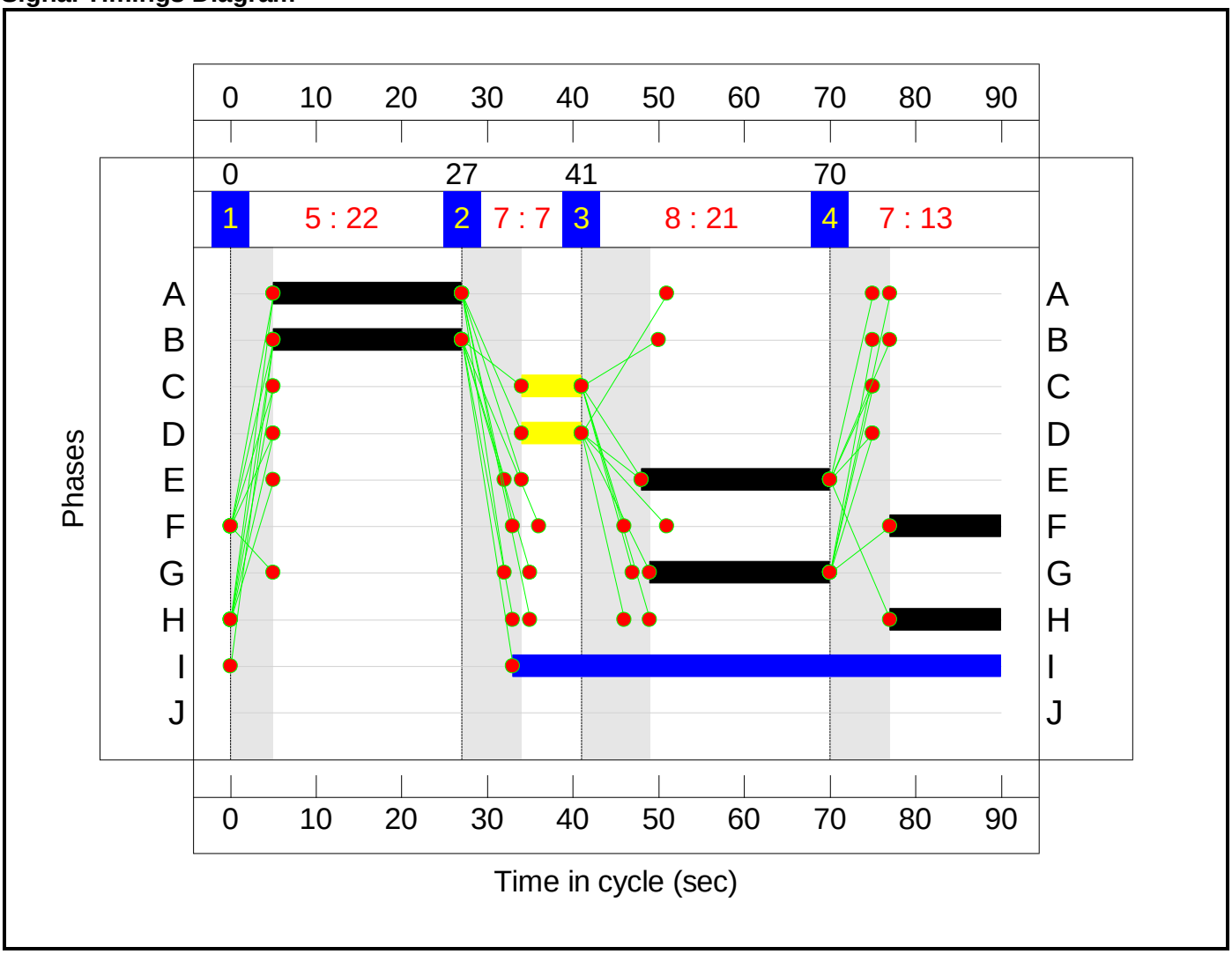
Stage Sequence Diagram



Stage Timings

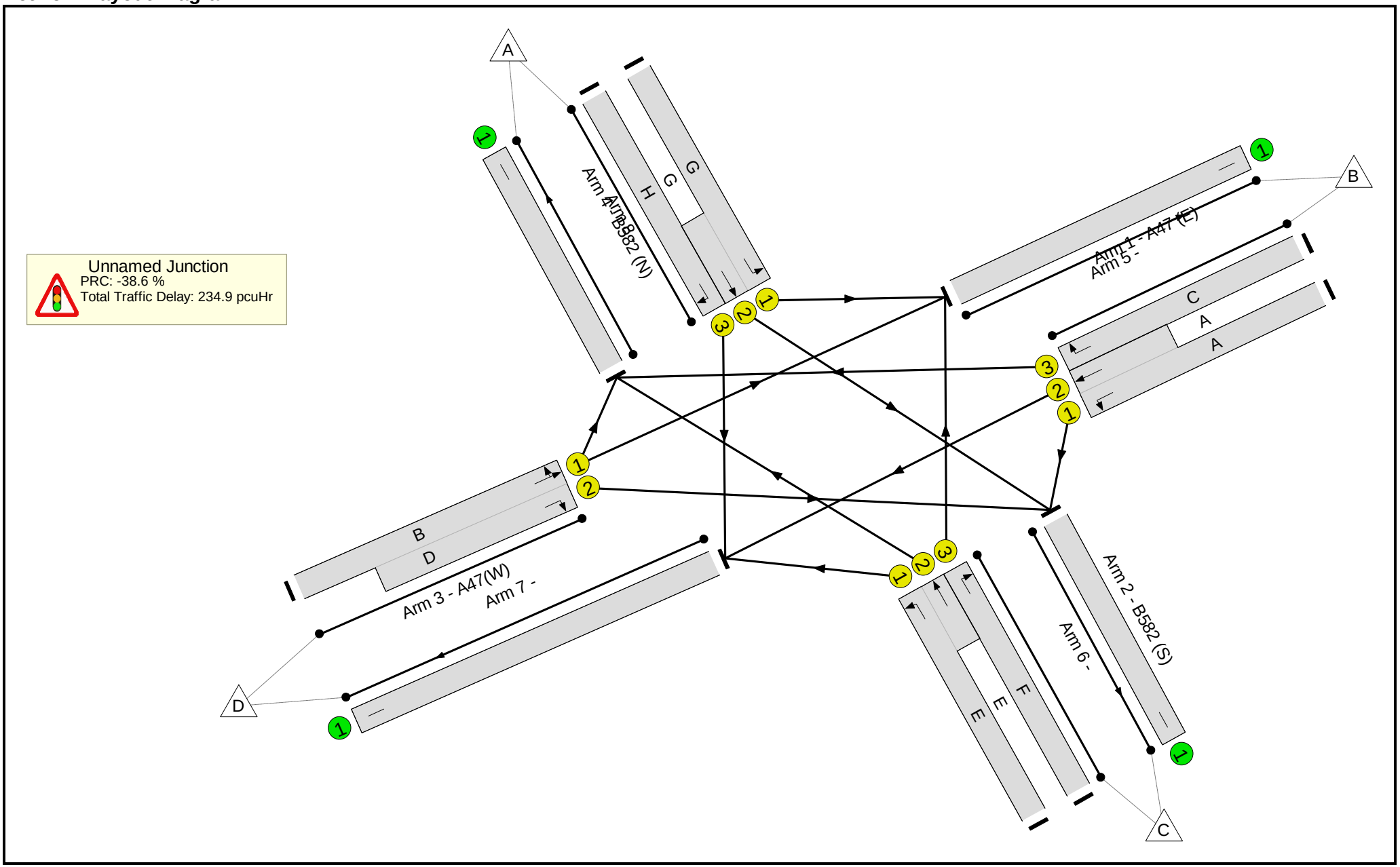
Stage	1	2	3	4
Duration	22	7	21	13
Change Point	0	27	41	70

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Desford Cross Roads Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**124.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**124.7%**
1/1+1/2	A47 (E) Left Ahead	U	N/A	N/A	A		1	22	-	582	1694:2055	124+454	100.8 : 100.8%
1/3	A47 (E) Right	U	N/A	N/A	C		1	7	-	111	1927	171	64.8%
2/1+2/2	B582 (S) Left Ahead	U	N/A	N/A	E		1	22	-	734	1850:1939	204+392	123.2 : 123.2%
2/3	B582 (S) Right	U	N/A	N/A	F		1	13	-	351	1912	297	118.0%
3/1+3/2	A47(W) Ahead Right Left	U	N/A	N/A	B D		1	22:7	-	743	1933:1868	494+102	124.7 : 124.7%
4/1+4/2	B582 (N) Left Ahead	U	N/A	N/A	G		1	21	-	416	1755:1939	234+371	68.7 : 68.7%
4/3	B582 (N) Right	U	N/A	N/A	H		1	13	-	126	1912	297	42.4%
5/1		U	N/A	N/A	-		-	-	-	1050	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	834	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	672	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: Desford Cross Roads Junction	**-**	**-**	**0**	**0**	**0**	**41.9**	**192.9**	**0.0**	**234.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**41.9**	**192.9**	**0.0**	**234.9**	**-**	**-**	**-**	**-**
1/1+1/2	582	578	-	-	-	5.6	13.2	-	18.8	116.0	12.9	13.2	26.1
1/3	111	111	-	-	-	1.2	0.9	-	2.1	68.6	2.7	0.9	3.6
2/1+2/2	734	596	-	-	-	11.2	71.6	-	82.9	406.4	20.2	71.6	91.8
2/3	351	297	-	-	-	6.5	29.7	-	36.2	371.2	11.2	29.7	40.9
3/1+3/2	743	602	-	-	-	12.9	76.0	-	88.9	430.9	21.8	76.0	97.8
4/1+4/2	416	416	-	-	-	3.4	1.1	-	4.4	38.5	5.8	1.1	6.9
4/3	126	126	-	-	-	1.2	0.4	-	1.6	44.8	2.8	0.4	3.2
5/1	890	890	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -38.6
PRC Over All Lanes (%): -38.6

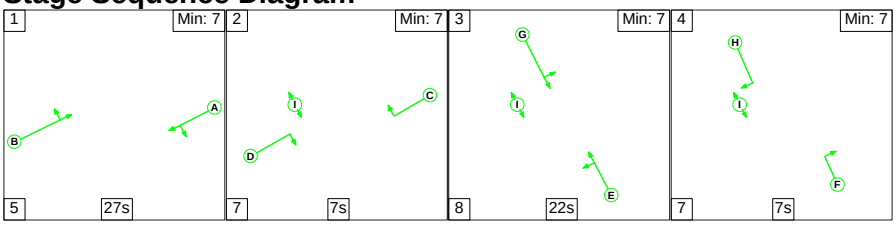
Total Delay for Signalled Lanes (pcuHr): 234.87
Total Delay Over All Lanes(pcuHr): 234.87

Cycle Time (s): 90

Full Input Data And Results

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

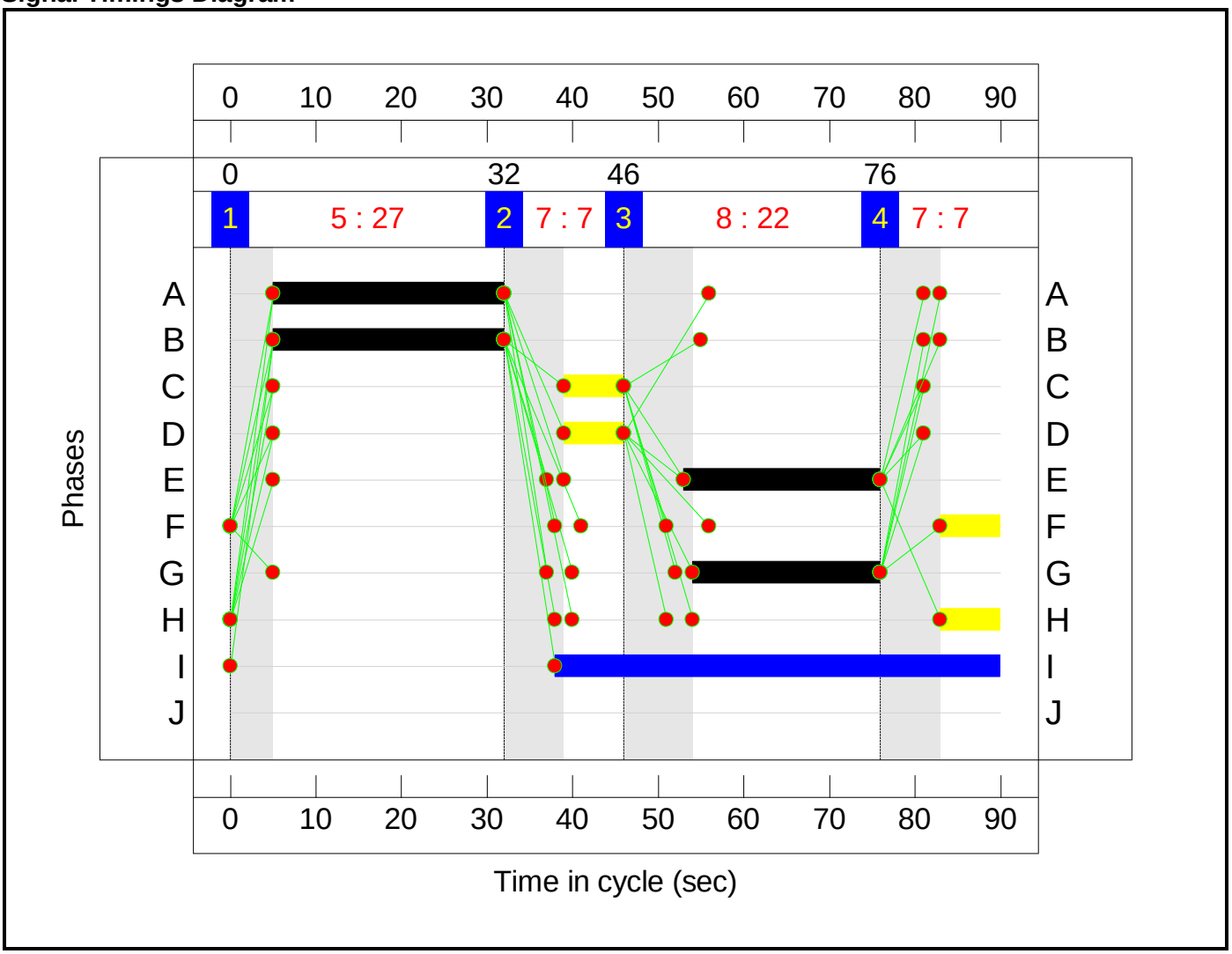
Stage Sequence Diagram



Stage Timings

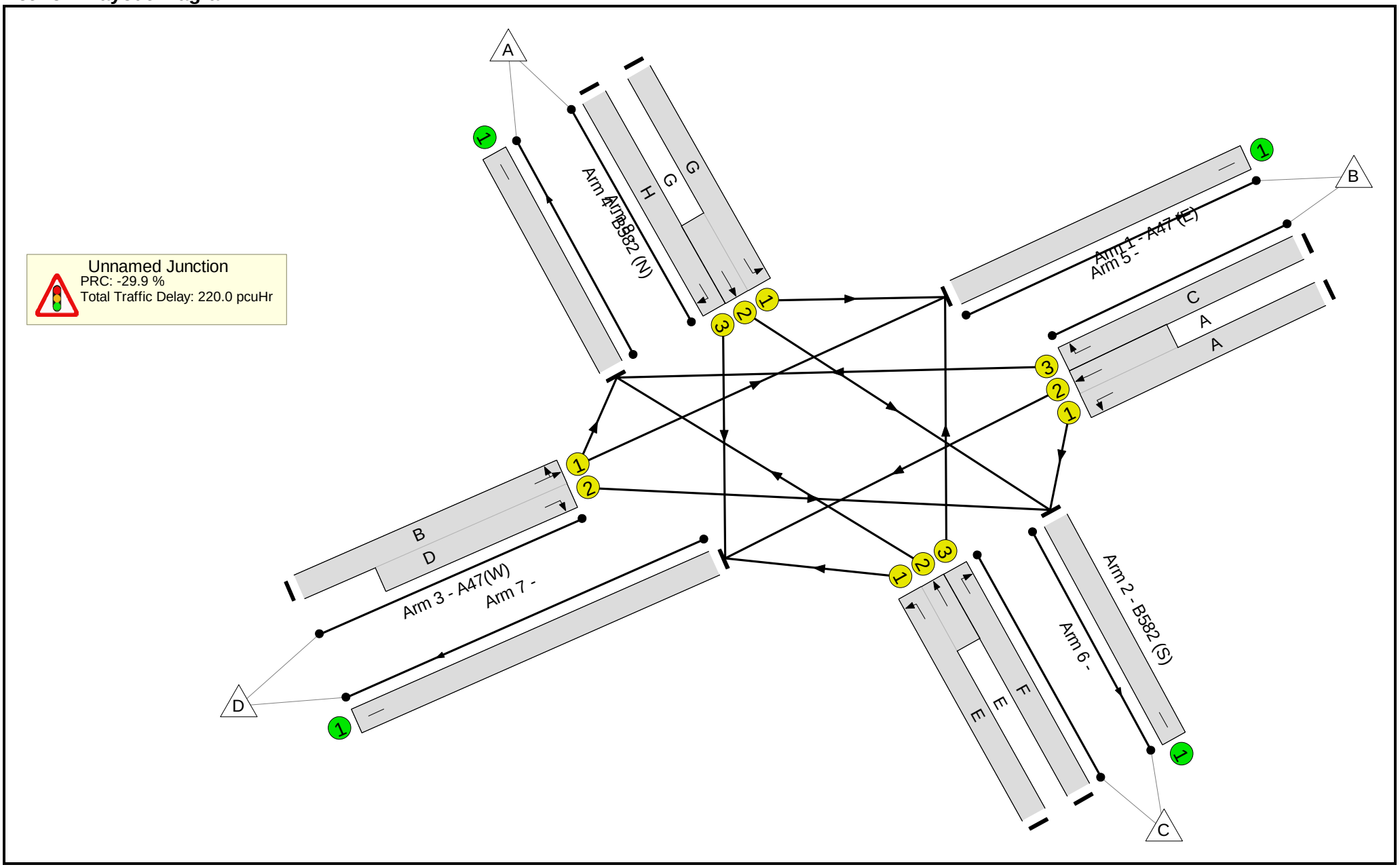
Stage	1	2	3	4
Duration	27	7	22	7
Change Point	0	32	46	76

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Desford Cross Roads Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**117.0%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**117.0%**
1/1+1/2	A47 (E) Left Ahead	U	N/A	N/A	A		1	27	-	933	1694:2055	408+390	117.0 : 117.0%
1/3	A47 (E) Right	U	N/A	N/A	C		1	7	-	191	1927	171	111.5%
2/1+2/2	B582 (S) Left Ahead	U	N/A	N/A	E		1	23	-	335	1850:1939	262+383	52.0 : 52.0%
2/3	B582 (S) Right	U	N/A	N/A	F		1	7	-	126	1912	170	74.1%
3/1+3/2	A47(W) Ahead Right Left	U	N/A	N/A	B D		1	27:7	-	731	1941:1868	603+50	111.9 : 111.9%
4/1+4/2	B582 (N) Left Ahead	U	N/A	N/A	G		1	22	-	663	1755:1939	140+427	116.9 : 116.9%
4/3	B582 (N) Right	U	N/A	N/A	H		1	7	-	58	1912	170	34.1%
5/1		U	N/A	N/A	-		-	-	-	900	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1032	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	650	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	455	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: Desford Cross Roads Junction	**-**	**-**	**0**	**0**	**0**	**39.3**	**180.7**	**0.0**	**220.0**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**39.3**	**180.7**	**0.0**	**220.0**	**-**	**-**	**-**	**-**
1/1+1/2	933	798	-	-	-	13.3	70.9	-	84.2	324.7	22.5	70.9	93.4
1/3	191	171	-	-	-	2.9	13.4	-	16.3	307.8	5.3	13.4	18.7
2/1+2/2	335	335	-	-	-	2.5	0.5	-	3.0	32.4	4.0	0.5	4.6
2/3	126	126	-	-	-	1.4	1.4	-	2.8	78.6	3.0	1.4	4.4
3/1+3/2	731	659	-	-	-	9.6	43.0	-	52.6	259.0	21.2	43.0	64.2
4/1+4/2	663	567	-	-	-	9.1	51.2	-	60.2	327.1	18.0	51.2	69.2
4/3	58	58	-	-	-	0.6	0.3	-	0.9	54.6	1.4	0.3	1.6
5/1	812	812	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -29.9
PRC Over All Lanes (%): -29.9

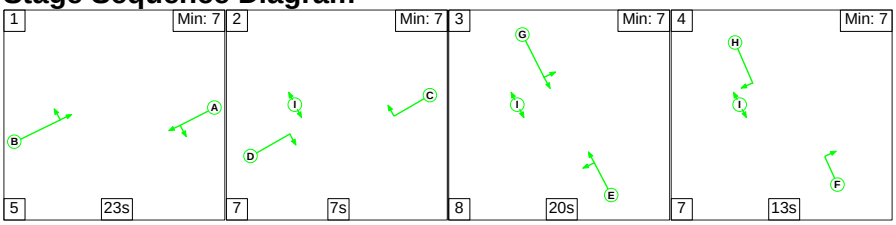
Total Delay for Signalled Lanes (pcuHr): 219.97
Total Delay Over All Lanes(pcuHr): 219.97

Cycle Time (s): 90

Full Input Data And Results

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

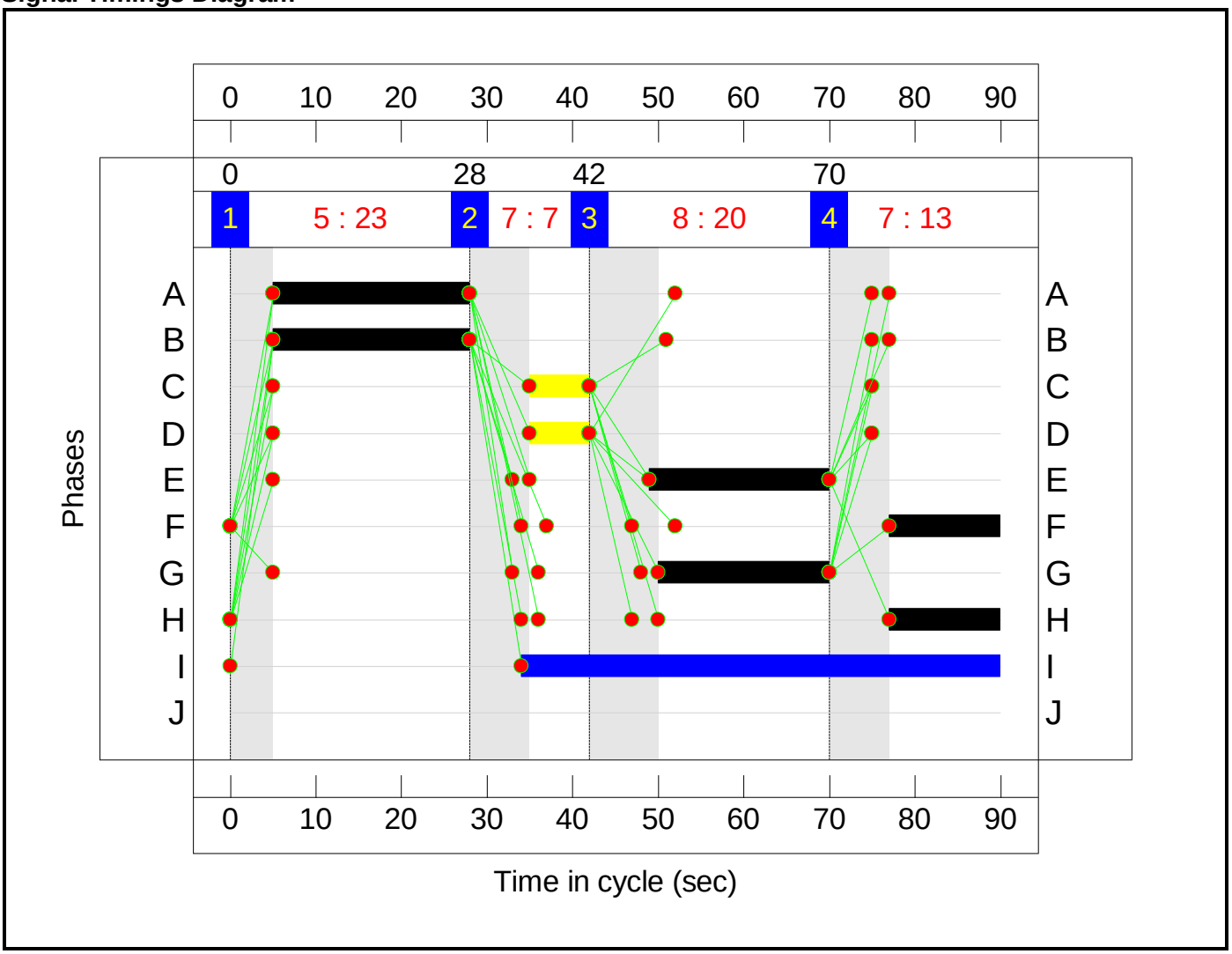
Stage Sequence Diagram



Stage Timings

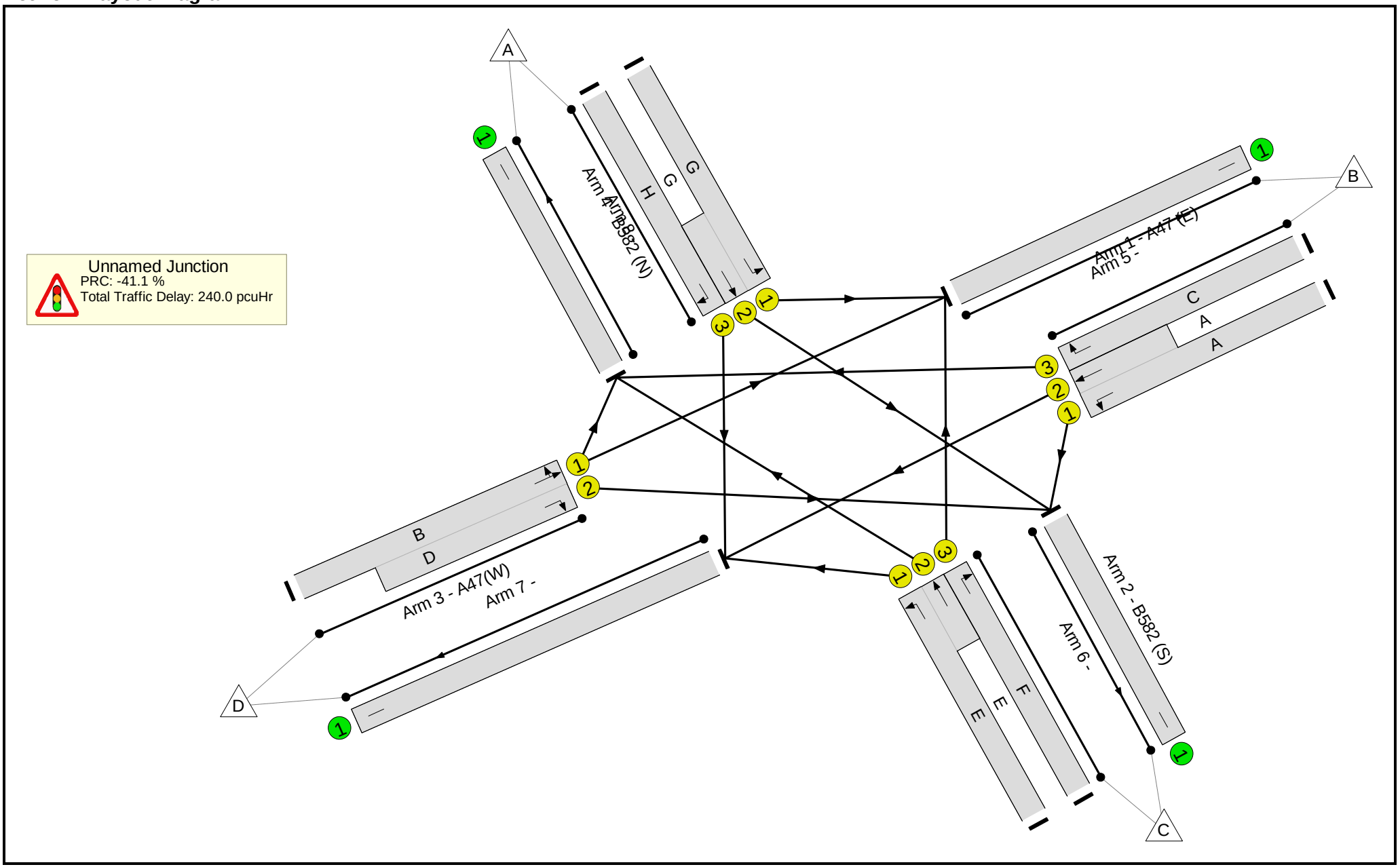
Stage	1	2	3	4
Duration	23	7	20	13
Change Point	0	28	42	70

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Desford Cross Roads Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**127.0%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**127.0%**
1/1+1/2	A47 (E) Left Ahead	U	N/A	N/A	A		1	23	-	591	1694:2055	123+473	99.1 : 99.1%
1/3	A47 (E) Right	U	N/A	N/A	C		1	7	-	114	1927	171	66.6%
2/1+2/2	B582 (S) Left Ahead	U	N/A	N/A	E		1	21	-	730	1850:1939	197+378	127.0 : 127.0%
2/3	B582 (S) Right	U	N/A	N/A	F		1	13	-	359	1912	297	120.7%
3/1+3/2	A47(W) Ahead Right Left	U	N/A	N/A	B D		1	23:7	-	751	1934:1868	516+99	122.2 : 122.2%
4/1+4/2	B582 (N) Left Ahead	U	N/A	N/A	G		1	20	-	421	1755:1939	242+354	70.7 : 70.7%
4/3	B582 (N) Right	U	N/A	N/A	H		1	13	-	130	1912	297	43.7%
5/1		U	N/A	N/A	-		-	-	-	1082	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	849	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	672	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: Desford Cross Roads Junction	**-**	**-**	**0**	**0**	**0**	**42.6**	**197.5**	**0.0**	**240.0**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**42.6**	**197.5**	**0.0**	**240.0**	**-**	**-**	**-**	**-**
1/1+1/2	591	591	-	-	-	5.3	10.9	-	16.2	98.5	13.0	10.9	23.8
1/3	114	114	-	-	-	1.3	1.0	-	2.2	70.1	2.8	1.0	3.7
2/1+2/2	730	575	-	-	-	11.9	79.8	-	91.7	452.2	20.5	79.8	100.3
2/3	359	297	-	-	-	6.9	33.5	-	40.4	405.3	11.8	33.5	45.2
3/1+3/2	751	621	-	-	-	12.5	70.8	-	83.2	398.9	21.9	70.8	92.7
4/1+4/2	421	421	-	-	-	3.5	1.2	-	4.7	40.1	5.8	1.2	7.0
4/3	130	130	-	-	-	1.2	0.4	-	1.6	45.2	2.9	0.4	3.3
5/1	920	920	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -41.1
PRC Over All Lanes (%): -41.1

Total Delay for Signalled Lanes (pcuHr): 240.04
Total Delay Over All Lanes(pcuHr): 240.04

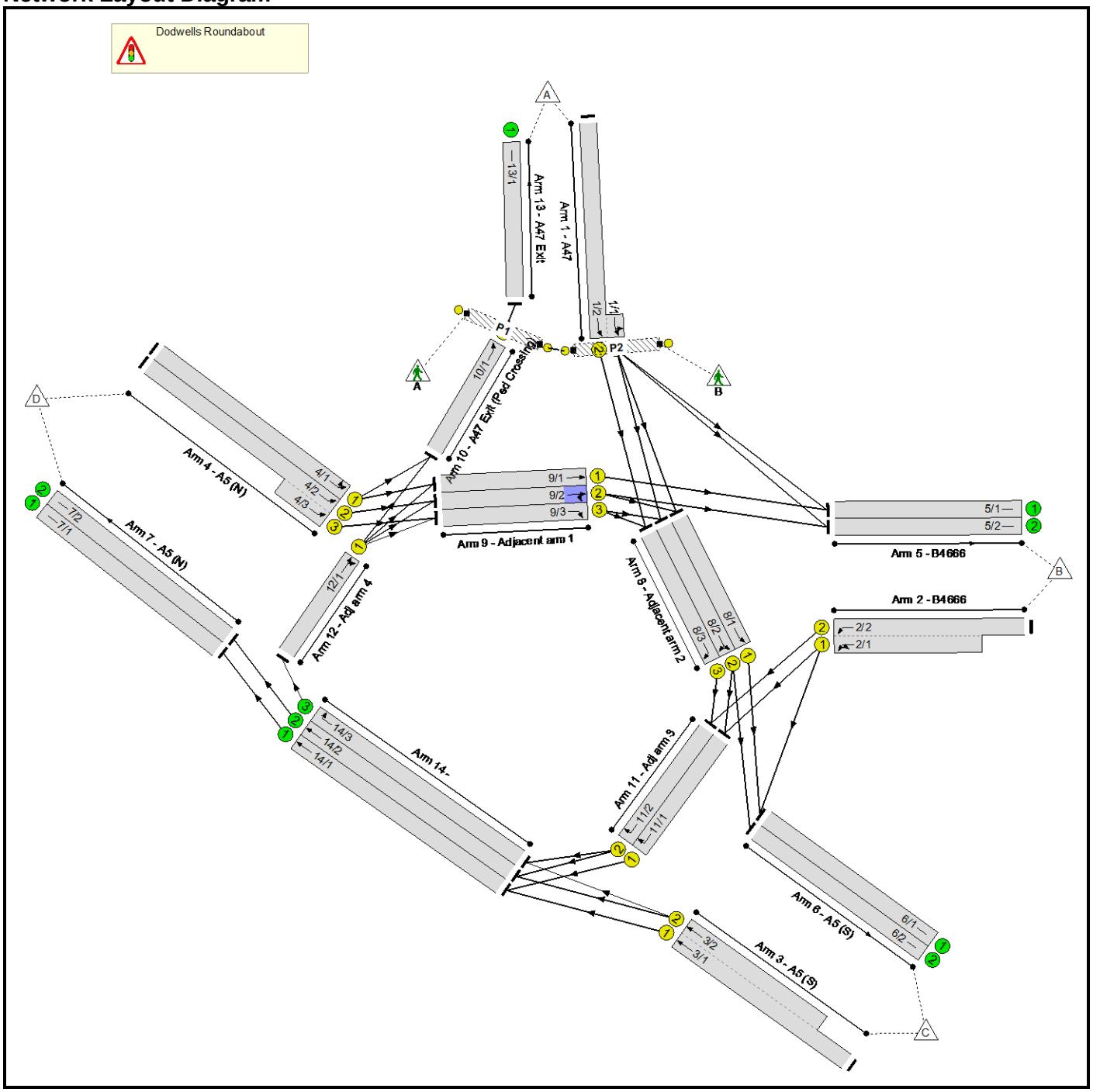
Cycle Time (s): 90

Full Input Data And Results

User and Project Details

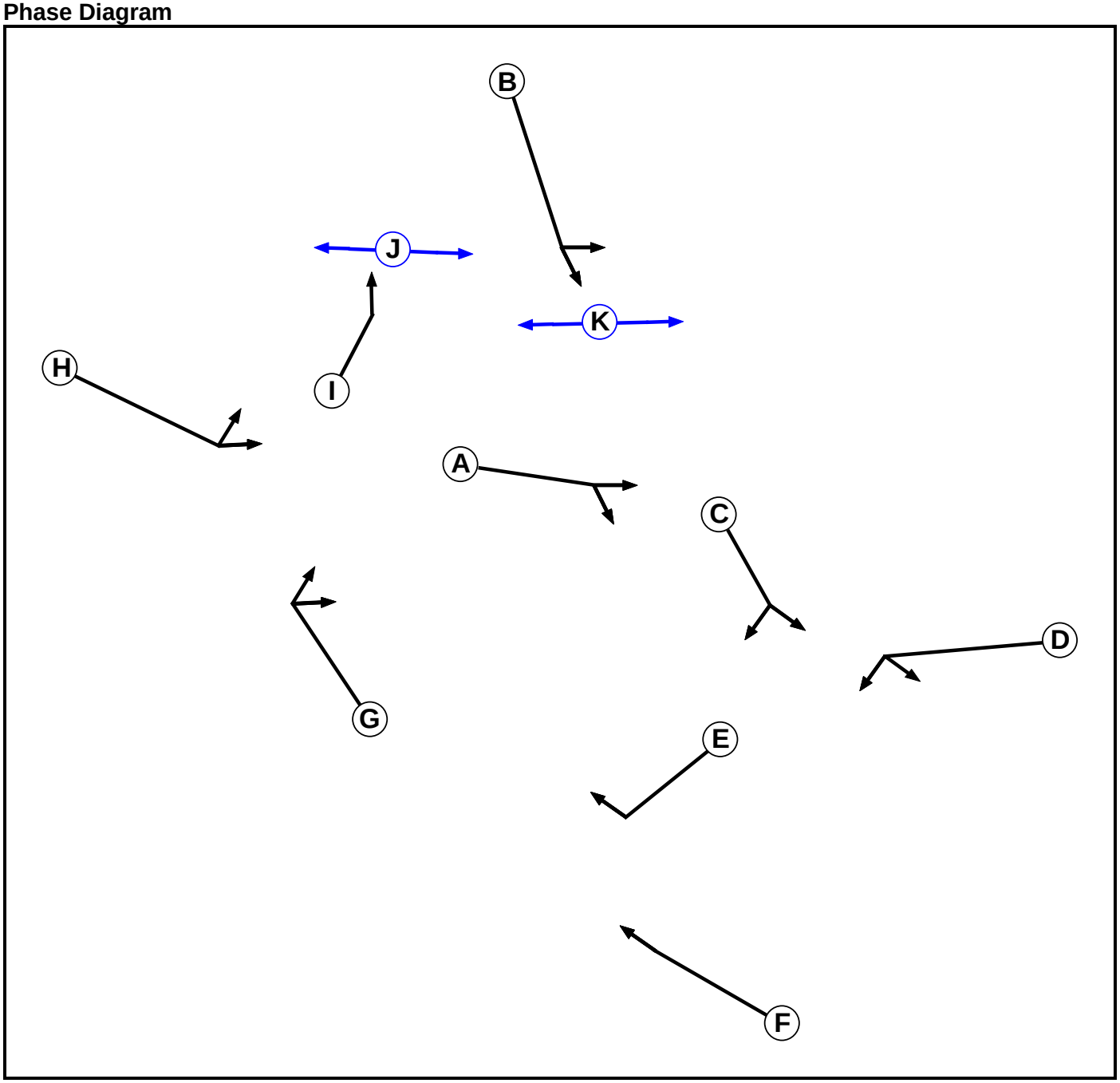
Project:	**Hinckley Rail Freight Interchange**
Title:	**Dodwells Roundabout**
Location:	
File name:	220708 Dodwells Roundabout (Existing) 60.lsg3x
Author:	AJ Oakes
Company:	BWB Consulting Ltd
Address:	Nottingham
Notes:	Information taken from Signals Data/Drawing supplied by LCC

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	3
B	Traffic	1		7	7
C	Traffic	2		7	0
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7
G	Traffic	4		7	7
H	Traffic	4		7	7
I	Traffic	5		7	7
J	Pedestrian	5		4	4
K	Pedestrian	1		4	4

Phase Intergreens Matrix

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

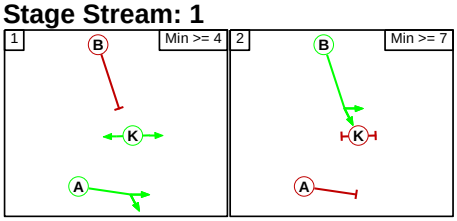
Phases in Stage

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

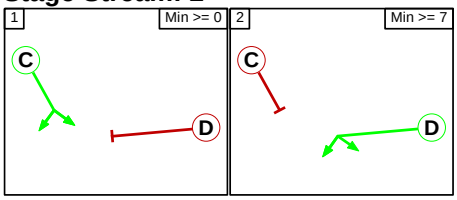
Stage Diagram

Full Input Data And Results

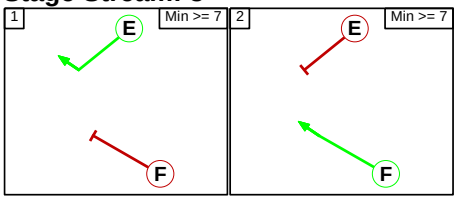
Stage Stream: 1



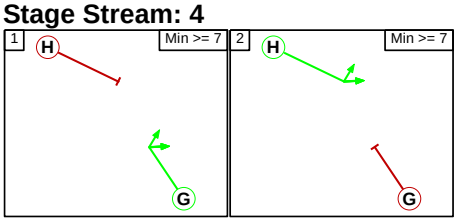
Stage Stream: 2



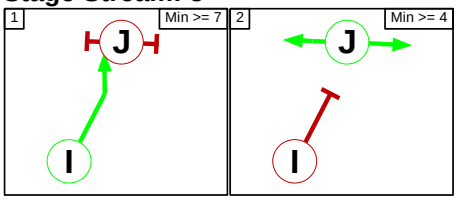
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	4	4

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	C	Losing	8	8

Stage Stream: 3

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

Stage Stream: 4

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

Full Input Data And Results

Stage Stream: 5

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		9
	2	6	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		13
	2	5	

Stage Stream: 3

	To Stage		
		1	2
From Stage	1		5
	2	6	

Stage Stream: 4

	To Stage		
		1	2
From Stage	1		5
	2	6	

Stage Stream: 5

	To Stage		
		1	2
From Stage	1		5
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Dodwells Roundabout
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Dodwells Roundabout

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A47)	U	B	2	3	2.0	Geom	-	3.65	0.00	Y	Arm 5 Left	21.00
											Arm 8 Ahead	Inf
1/2 (A47)	U	B	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 8 Ahead	Inf
2/1 (B4666)	U	D	2	3	13.0	Geom	-	4.10	0.00	Y	Arm 6 U-Turn	Inf
											Arm 11 Left	18.00
2/2 (B4666)	U	D	2	3	60.0	Geom	-	4.10	0.00	Y	Arm 11 Left	Inf
3/1 (A5 (S))	U	F	2	3	60.0	Geom	-	4.20	0.00	Y	Arm 14 Ahead	Inf
3/2 (A5 (S))	U	F	2	3	17.0	Geom	-	4.20	0.00	Y	Arm 14 Ahead	Inf
4/1 (A5 (N))	U	H	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 9 Ahead	Inf
											Arm 10 Left	35.00
4/2 (A5 (N))	U	H	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 9 Ahead	Inf
4/3 (A5 (N))	U	H	2	3	5.0	Geom	-	4.00	0.00	Y	Arm 9 Ahead	Inf
5/1 (B4666)	U		2	3	5.0	Inf	-	-	-	-	-	-
5/2 (B4666)	U		2	3	5.0	Inf	-	-	-	-	-	-
6/1 (A5 (S))	U		2	3	5.0	Inf	-	-	-	-	-	-
6/2 (A5 (S))	U		2	3	5.0	Inf	-	-	-	-	-	-
7/1 (A5 (N))	U		2	3	5.0	Inf	-	-	-	-	-	-
7/2 (A5 (N))	U		2	3	5.0	Inf	-	-	-	-	-	-
8/1 (Adjacent arm 2)	U	C	2	3	3.0	Geom	-	4.50	0.00	Y	Arm 6 Ahead	Inf
8/2 (Adjacent arm 2)	U	C	2	3	4.0	Geom	-	4.50	0.00	Y	Arm 6 Ahead	Inf
											Arm 11 Right	28.00
8/3 (Adjacent arm 2)	U	C	2	3	5.0	Geom	-	4.50	0.00	Y	Arm 11 Right	28.00

Full Input Data And Results

9/1 (Adjacent arm 1)	U	A	2	3	3.0	Geom	-	4.00	0.00	Y	Arm 5 Ahead	Inf
9/2 (Adjacent arm 1)	U	A	2	3	3.5	Geom	-	4.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Right	41.00
9/3 (Adjacent arm 1)	U	A	2	3	4.0	Geom	-	4.00	0.00	Y	Arm 8 Right	26.00
10/1 (A47 Exit (Ped Crossing))	U	I	2	3	3.0	Geom	-	5.00	0.00	Y	Arm 13 Ahead	Inf
11/1 (Adj arm 3)	U	E	2	3	3.0	Geom	-	4.50	0.00	Y	Arm 14 Right	Inf
11/2 (Adj arm 3)	U	E	2	3	5.0	Geom	-	4.50	0.00	Y	Arm 14 Right	Inf
12/1 (Adj arm 4)	U	G	2	3	12.2	Geom	-	5.00	0.00	Y	Arm 9 Right	35.00
											Arm 10 Ahead	Inf
13/1 (A47 Exit)	U		2	3	5.0	Inf	-	-	-	-	-	-
14/1	U		2	3	10.0	Inf	-	-	-	-	-	-
14/2	U		2	3	10.0	Inf	-	-	-	-	-	-
14/3	U		2	3	10.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 AM Base'	08:00	09:00	01:00	
2: '2018 PM Base'	17:00	18:00	01:00	
3: '2026 WoD AM'	08:00	09:00	01:00	
4: '2026 WoD PM'	17:00	18:00	01:00	
5: '2026 WoDWS AM'	08:00	09:00	01:00	
6: '2026 WoDWS PM'	17:00	18:00	01:00	
7: '2026 WD AM'	08:00	09:00	01:00	
8: '2026 WD PM'	17:00	18:00	01:00	
9: '2036 WoD AM'	08:00	09:00	01:00	
10: '2036 WoD PM'	17:00	18:00	01:00	
11: '2036 WoDWS AM'	08:00	09:00	01:00	
12: '2036 WoDWS PM'	17:00	18:00	01:00	
13: '2036 WD AM'	08:00	09:00	01:00	
14: '2036 WD PM'	17:00	18:00	01:00	

Scenario 1: '2018 AM Base' (FG1: '2018 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	90	206	472	768
	B	54	0	67	507	628
	C	241	46	5	659	951
	D	382	325	715	1	1423
	Tot.	677	461	993	1639	3770

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2018 AM Base
Junction: Dodwells Roundabout	
1/1 (short)	495
1/2 (with short)	768(In) 273(Out)
2/1 (short)	333
2/2 (with short)	628(In) 295(Out)
3/1 (with short)	951(In) 475(Out)
3/2 (short)	476
4/1	609
4/2 (with short)	814(In) 418(Out)
4/3 (short)	396
5/1	318
5/2	143
6/1	590
6/2	403
7/1	941
7/2	698
8/1	523
8/2	603
8/3	273
9/1	273
9/2	421
9/3	398
10/1	677
11/1	466
11/2	568
12/1	346
13/1	677
14/1	941
14/2	698
14/3	346

Lane Saturation Flows

Junction: Dodwells Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A47)	3.65	0.00	Y	Arm 5 Left	21.00	18.2 %	1955	1955
				Arm 8 Ahead	Inf	81.8 %		

Full Input Data And Results

1/2 (A47)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
2/1 (B4666)	4.10	0.00	Y	Arm 6 U-Turn	Inf	20.1 %	1899	1899
				Arm 11 Left	18.00	79.9 %		
2/2 (B4666)	4.10	0.00	Y	Arm 11 Left	Inf	100.0 %	2025	2025
3/1 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
3/2 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
4/1 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	37.3 %	1962	1962
				Arm 10 Left	35.00	62.7 %		
4/2 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
4/3 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
5/1 (B4666 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4666 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A5 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5 (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A5 (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A5 (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2065	2065
8/2 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	66.8 %	2029	2029
				Arm 11 Right	28.00	33.2 %		
8/3 (Adjacent arm 2)	4.50	0.00	Y	Arm 11 Right	28.00	100.0 %	1960	1960
9/1 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2015	2015
9/2 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	23.3 %	1960	1960
				Arm 8 Right	41.00	76.7 %		
9/3 (Adjacent arm 1)	4.00	0.00	Y	Arm 8 Right	26.00	100.0 %	1905	1905
10/1 (A47 Exit (Ped Crossing))	5.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2115	2115
11/1 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
11/2 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
12/1 (Adj arm 4)	5.00	0.00	Y	Arm 9 Right	35.00	14.7 %	2102	2102
				Arm 10 Ahead	Inf	85.3 %		
13/1 (A47 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

14/1	Infinite Saturation Flow	Inf	Inf
14/2	Infinite Saturation Flow	Inf	Inf
14/3	Infinite Saturation Flow	Inf	Inf

Scenario 2: '2018 PM Base' (FG2: '2018 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	83	242	505	830
	B	44	0	97	464	605
	C	222	46	2	698	968
	D	397	369	638	3	1407
	Tot.	663	498	979	1670	3810

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2018 PM Base
Junction: Dodwells Roundabout	
1/1 (short)	557
1/2 (with short)	830(In) 273(Out)
2/1 (short)	325
2/2 (with short)	605(In) 280(Out)
3/1 (with short)	968(In) 484(Out)
3/2 (short)	484
4/1	653
4/2 (with short)	754(In) 391(Out)
4/3 (short)	363
5/1	343
5/2	155
6/1	608
6/2	371
7/1	946
7/2	724
8/1	511
8/2	605
8/3	274
9/1	302
9/2	391
9/3	365
10/1	663
11/1	462
11/2	554
12/1	314
13/1	663
14/1	946
14/2	724
14/3	314

Lane Saturation Flows

Junction: Dodwells Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A47)	3.65	0.00	Y	Arm 5 Left	21.00	14.9 %	1959	1959
				Arm 8 Ahead	Inf	85.1 %		

Full Input Data And Results

1/2 (A47)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
2/1 (B4666)	4.10	0.00	Y	Arm 6 U-Turn	Inf	29.8 %	1913	1913
				Arm 11 Left	18.00	70.2 %		
2/2 (B4666)	4.10	0.00	Y	Arm 11 Left	Inf	100.0 %	2025	2025
3/1 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
3/2 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
4/1 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	39.2 %	1964	1964
				Arm 10 Left	35.00	60.8 %		
4/2 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
4/3 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
5/1 (B4666 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4666 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A5 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5 (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A5 (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A5 (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2065	2065
8/2 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	61.3 %	2023	2023
				Arm 11 Right	28.00	38.7 %		
8/3 (Adjacent arm 2)	4.50	0.00	Y	Arm 11 Right	28.00	100.0 %	1960	1960
9/1 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2015	2015
9/2 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	28.9 %	1964	1964
				Arm 8 Right	41.00	71.1 %		
9/3 (Adjacent arm 1)	4.00	0.00	Y	Arm 8 Right	26.00	100.0 %	1905	1905
10/1 (A47 Exit (Ped Crossing))	5.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2115	2115
11/1 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
11/2 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
12/1 (Adj arm 4)	5.00	0.00	Y	Arm 9 Right	35.00	15.3 %	2101	2101
				Arm 10 Ahead	Inf	84.7 %		
13/1 (A47 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

14/1	Infinite Saturation Flow	Inf	Inf
14/2	Infinite Saturation Flow	Inf	Inf
14/3	Infinite Saturation Flow	Inf	Inf

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	110	267	472	849
	B	68	0	84	550	702
	C	298	55	5	670	1028
	D	389	333	753	1	1476
	Tot.	755	498	1109	1693	4055

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 WoD AM
Junction: Dodwells Roundabout	
1/1 (short)	593
1/2 (with short)	849(In) 256(Out)
2/1 (short)	367
2/2 (with short)	702(In) 335(Out)
3/1 (with short)	1028(In) 514(Out)
3/2 (short)	514
4/1	667
4/2 (with short)	809(In) 413(Out)
4/3 (short)	396
5/1	388
5/2	110
6/1	687
6/2	422
7/1	1013
7/2	680
8/1	603
8/2	638
8/3	257
9/1	333
9/2	416
9/3	398
10/1	755
11/1	499
11/2	592
12/1	426
13/1	755
14/1	1013
14/2	680
14/3	426

Lane Saturation Flows

Junction: Dodwells Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A47)	3.65	0.00	Y	Arm 5 Left	21.00	18.5 %	1954	1954
				Arm 8 Ahead	Inf	81.5 %		

Full Input Data And Results

1/2 (A47)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
2/1 (B4666)	4.10	0.00	Y	Arm 6 U-Turn	Inf	22.9 %	1903	1903
				Arm 11 Left	18.00	77.1 %		
2/2 (B4666)	4.10	0.00	Y	Arm 11 Left	Inf	100.0 %	2025	2025
3/1 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
3/2 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
4/1 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	41.7 %	1966	1966
				Arm 10 Left	35.00	58.3 %		
4/2 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
4/3 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
5/1 (B4666 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4666 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A5 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5 (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A5 (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A5 (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2065	2065
8/2 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	66.1 %	2028	2028
				Arm 11 Right	28.00	33.9 %		
8/3 (Adjacent arm 2)	4.50	0.00	Y	Arm 11 Right	28.00	100.0 %	1960	1960
9/1 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2015	2015
9/2 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	13.2 %	1953	1953
				Arm 8 Right	41.00	86.8 %		
9/3 (Adjacent arm 1)	4.00	0.00	Y	Arm 8 Right	26.00	100.0 %	1905	1905
10/1 (A47 Exit (Ped Crossing))	5.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2115	2115
11/1 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
11/2 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
12/1 (Adj arm 4)	5.00	0.00	Y	Arm 9 Right	35.00	14.1 %	2102	2102
				Arm 10 Ahead	Inf	85.9 %		
13/1 (A47 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

14/1	Infinite Saturation Flow	Inf	Inf
14/2	Infinite Saturation Flow	Inf	Inf
14/3	Infinite Saturation Flow	Inf	Inf

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	94	249	467	810
	B	45	0	109	488	642
	C	265	66	2	855	1188
	D	365	424	661	3	1453
	Tot.	675	584	1021	1813	4093

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 WoD PM
Junction: Dodwells Roundabout	
1/1 (short)	511
1/2 (with short)	810(In) 299(Out)
2/1 (short)	354
2/2 (with short)	642(In) 288(Out)
3/1 (with short)	1188(In) 594(Out)
3/2 (short)	594
4/1	655
4/2 (with short)	798(In) 417(Out)
4/3 (short)	381
5/1	402
5/2	182
6/1	625
6/2	396
7/1	1009
7/2	804
8/1	516
8/2	566
8/3	300
9/1	355
9/2	418
9/3	383
10/1	675
11/1	415
11/2	588
12/1	378
13/1	675
14/1	1009
14/2	804
14/3	378

Lane Saturation Flows

Junction: Dodwells Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A47)	3.65	0.00	Y	Arm 5 Left	21.00	18.4 %	1954	1954
				Arm 8 Ahead	Inf	81.6 %		

Full Input Data And Results

1/2 (A47)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
2/1 (B4666)	4.10	0.00	Y	Arm 6 U-Turn	Inf	30.8 %	1915	1915
				Arm 11 Left	18.00	69.2 %		
2/2 (B4666)	4.10	0.00	Y	Arm 11 Left	Inf	100.0 %	2025	2025
3/1 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
3/2 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
4/1 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	44.3 %	1968	1968
				Arm 10 Left	35.00	55.7 %		
4/2 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
4/3 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
5/1 (B4666 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4666 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A5 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5 (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A5 (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A5 (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2065	2065
8/2 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	70.0 %	2032	2032
				Arm 11 Right	28.00	30.0 %		
8/3 (Adjacent arm 2)	4.50	0.00	Y	Arm 11 Right	28.00	100.0 %	1960	1960
9/1 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2015	2015
9/2 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	32.3 %	1966	1966
				Arm 8 Right	41.00	67.7 %		
9/3 (Adjacent arm 1)	4.00	0.00	Y	Arm 8 Right	26.00	100.0 %	1905	1905
10/1 (A47 Exit (Ped Crossing))	5.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2115	2115
11/1 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
11/2 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
12/1 (Adj arm 4)	5.00	0.00	Y	Arm 9 Right	35.00	18.0 %	2099	2099
				Arm 10 Ahead	Inf	82.0 %		
13/1 (A47 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

14/1	Infinite Saturation Flow	Inf	Inf
14/2	Infinite Saturation Flow	Inf	Inf
14/3	Infinite Saturation Flow	Inf	Inf

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	87	212	433	732
	B	51	0	75	549	675
	C	231	51	5	699	986
	D	356	348	800	1	1505
	Tot.	638	486	1092	1682	3898

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 WoDWS AM
Junction: Dodwells Roundabout	
1/1 (short)	502
1/2 (with short)	732(In) 230(Out)
2/1 (short)	354
2/2 (with short)	675(In) 321(Out)
3/1 (with short)	986(In) 493(Out)
3/2 (short)	493
4/1	655
4/2 (with short)	850(In) 435(Out)
4/3 (short)	415
5/1	393
5/2	93
6/1	663
6/2	429
7/1	975
7/2	707
8/1	588
8/2	632
8/3	231
9/1	350
9/2	438
9/3	417
10/1	638
11/1	482
11/2	552
12/1	338
13/1	638
14/1	975
14/2	707
14/3	338

Lane Saturation Flows

Junction: Dodwells Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	3.65	0.00	Y	Arm 5 Left	21.00	17.3 %	1956	1956

Full Input Data And Results

(A47)				Arm 8 Ahead	Inf	82.7 %		
1/2 (A47)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
2/1 (B4666)	4.10	0.00	Y	Arm 6 U-Turn	Inf	21.2 %	1900	1900
				Arm 11 Left	18.00	78.8 %		
2/2 (B4666)	4.10	0.00	Y	Arm 11 Left	Inf	100.0 %	2025	2025
3/1 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
3/2 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
4/1 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	45.6 %	1969	1969
				Arm 10 Left	35.00	54.4 %		
4/2 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
4/3 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
5/1 (B4666 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4666 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A5 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5 (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A5 (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A5 (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2065	2065
8/2 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	67.9 %	2030	2030
				Arm 11 Right	28.00	32.1 %		
8/3 (Adjacent arm 2)	4.50	0.00	Y	Arm 11 Right	28.00	100.0 %	1960	1960
9/1 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2015	2015
9/2 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	11.2 %	1952	1952
				Arm 8 Right	41.00	88.8 %		
9/3 (Adjacent arm 1)	4.00	0.00	Y	Arm 8 Right	26.00	100.0 %	1905	1905
10/1 (A47 Exit (Ped Crossing))	5.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2115	2115
11/1 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
11/2 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
12/1 (Adj arm 4)	5.00	0.00	Y	Arm 9 Right	35.00	16.6 %	2100	2100
				Arm 10 Ahead	Inf	83.4 %		

13/1 (A47 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1	Infinite Saturation Flow	Inf	Inf
14/2	Infinite Saturation Flow	Inf	Inf
14/3	Infinite Saturation Flow	Inf	Inf

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	82	224	450	756
	B	37	0	105	491	633
	C	233	62	2	867	1164
	D	347	426	689	3	1465
	Tot.	617	570	1020	1811	4018

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2026 WoDWS PM
Junction: Dodwells Roundabout	
1/1 (short)	460
1/2 (with short)	756(In) 296(Out)
2/1 (short)	349
2/2 (with short)	633(In) 284(Out)
3/1 (with short)	1164(In) 582(Out)
3/2 (short)	582
4/1	654
4/2 (with short)	811(In) 422(Out)
4/3 (short)	389
5/1	410
5/2	160
6/1	618
6/2	402
7/1	982
7/2	829
8/1	513
8/2	558
8/3	297
9/1	369
9/2	422
9/3	391
10/1	617
11/1	400
11/2	581
12/1	334
13/1	617
14/1	982
14/2	829
14/3	334

Lane Saturation Flows

Junction: Dodwells Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A47)	3.65	0.00	Y	Arm 5 Left	21.00	17.8 %	1955	1955
				Arm 8 Ahead	Inf	82.2 %		

Full Input Data And Results

1/2 (A47)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
2/1 (B4666)	4.10	0.00	Y	Arm 6 U-Turn	Inf	30.1 %	1914	1914
				Arm 11 Left	18.00	69.9 %		
2/2 (B4666)	4.10	0.00	Y	Arm 11 Left	Inf	100.0 %	2025	2025
3/1 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
3/2 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
4/1 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	46.9 %	1970	1970
				Arm 10 Left	35.00	53.1 %		
4/2 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
4/3 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
5/1 (B4666 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4666 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A5 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5 (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A5 (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A5 (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2065	2065
8/2 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	72.0 %	2035	2035
				Arm 11 Right	28.00	28.0 %		
8/3 (Adjacent arm 2)	4.50	0.00	Y	Arm 11 Right	28.00	100.0 %	1960	1960
9/1 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2015	2015
9/2 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	28.2 %	1963	1963
				Arm 8 Right	41.00	71.8 %		
9/3 (Adjacent arm 1)	4.00	0.00	Y	Arm 8 Right	26.00	100.0 %	1905	1905
10/1 (A47 Exit (Ped Crossing))	5.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2115	2115
11/1 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
11/2 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
12/1 (Adj arm 4)	5.00	0.00	Y	Arm 9 Right	35.00	19.2 %	2098	2098
				Arm 10 Ahead	Inf	80.8 %		
13/1 (A47 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

14/1	Infinite Saturation Flow	Inf	Inf
14/2	Infinite Saturation Flow	Inf	Inf
14/3	Infinite Saturation Flow	Inf	Inf

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	89	218	457	764
	B	54	0	77	548	679
	C	252	51	5	691	999
	D	400	342	792	1	1535
	Tot.	706	482	1092	1697	3977

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2026 WD AM
Junction: Dodwells Roundabout	
1/1 (short)	473
1/2 (with short)	764(In) 291(Out)
2/1 (short)	372
2/2 (with short)	679(In) 307(Out)
3/1 (with short)	999(In) 499(Out)
3/2 (short)	500
4/1	683
4/2 (with short)	852(In) 434(Out)
4/3 (short)	418
5/1	378
5/2	104
6/1	655
6/2	437
7/1	961
7/2	736
8/1	578
8/2	604
8/3	291
9/1	334
9/2	437
9/3	420
10/1	706
11/1	462
11/2	598
12/1	362
13/1	706
14/1	961
14/2	736
14/3	362

Lane Saturation Flows

Junction: Dodwells Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A47)	3.65	0.00	Y	Arm 5 Left	21.00	18.8 %	1954	1954
				Arm 8 Ahead	Inf	81.2 %		

Full Input Data And Results

1/2 (A47)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
2/1 (B4666)	4.10	0.00	Y	Arm 6 U-Turn	Inf	20.7 %	1899	1899
				Arm 11 Left	18.00	79.3 %		
2/2 (B4666)	4.10	0.00	Y	Arm 11 Left	Inf	100.0 %	2025	2025
3/1 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
3/2 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
4/1 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	41.4 %	1966	1966
				Arm 10 Left	35.00	58.6 %		
4/2 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
4/3 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
5/1 (B4666 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4666 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A5 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5 (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A5 (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A5 (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2065	2065
8/2 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	72.4 %	2035	2035
				Arm 11 Right	28.00	27.6 %		
8/3 (Adjacent arm 2)	4.50	0.00	Y	Arm 11 Right	28.00	100.0 %	1960	1960
9/1 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2015	2015
9/2 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	13.5 %	1953	1953
				Arm 8 Right	41.00	86.5 %		
9/3 (Adjacent arm 1)	4.00	0.00	Y	Arm 8 Right	26.00	100.0 %	1905	1905
10/1 (A47 Exit (Ped Crossing))	5.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2115	2115
11/1 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
11/2 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
12/1 (Adj arm 4)	5.00	0.00	Y	Arm 9 Right	35.00	15.5 %	2101	2101
				Arm 10 Ahead	Inf	84.5 %		
13/1 (A47 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

14/1	Infinite Saturation Flow	Inf	Inf
14/2	Infinite Saturation Flow	Inf	Inf
14/3	Infinite Saturation Flow	Inf	Inf

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	81	208	451	740
	B	40	0	99	478	617
	C	248	63	2	901	1214
	D	382	430	667	3	1482
	Tot.	670	574	976	1833	4053

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2026 WD PM
Junction: Dodwells Roundabout	
1/1 (short)	448
1/2 (with short)	740(In) 292(Out)
2/1 (short)	341
2/2 (with short)	617(In) 276(Out)
3/1 (with short)	1214(In) 607(Out)
3/2 (short)	607
4/1	667
4/2 (with short)	815(In) 427(Out)
4/3 (short)	388
5/1	388
5/2	186
6/1	583
6/2	393
7/1	1010
7/2	823
8/1	484
8/2	554
8/3	293
9/1	348
9/2	427
9/3	390
10/1	670
11/1	403
11/2	569
12/1	353
13/1	670
14/1	1010
14/2	823
14/3	353

Lane Saturation Flows

Junction: Dodwells Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A47)	3.65	0.00	Y	Arm 5 Left	21.00	18.1 %	1955	1955
				Arm 8 Ahead	Inf	81.9 %		

Full Input Data And Results

1/2 (A47)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
2/1 (B4666)	4.10	0.00	Y	Arm 6 U-Turn	Inf	29.0 %	1912	1912
				Arm 11 Left	18.00	71.0 %		
2/2 (B4666)	4.10	0.00	Y	Arm 11 Left	Inf	100.0 %	2025	2025
3/1 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
3/2 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
4/1 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	42.7 %	1967	1967
				Arm 10 Left	35.00	57.3 %		
4/2 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
4/3 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
5/1 (B4666 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4666 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A5 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5 (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A5 (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A5 (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2065	2065
8/2 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	70.9 %	2033	2033
				Arm 11 Right	28.00	29.1 %		
8/3 (Adjacent arm 2)	4.50	0.00	Y	Arm 11 Right	28.00	100.0 %	1960	1960
9/1 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2015	2015
9/2 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	34.0 %	1967	1967
				Arm 8 Right	41.00	66.0 %		
9/3 (Adjacent arm 1)	4.00	0.00	Y	Arm 8 Right	26.00	100.0 %	1905	1905
10/1 (A47 Exit (Ped Crossing))	5.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2115	2115
11/1 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
11/2 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
12/1 (Adj arm 4)	5.00	0.00	Y	Arm 9 Right	35.00	18.4 %	2098	2098
				Arm 10 Ahead	Inf	81.6 %		
13/1 (A47 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

14/1	Infinite Saturation Flow	Inf	Inf
14/2	Infinite Saturation Flow	Inf	Inf
14/3	Infinite Saturation Flow	Inf	Inf

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	123	295	495	913
	B	72	0	93	555	720
	C	318	60	6	668	1052
	D	409	352	798	1	1560
	Tot.	799	535	1192	1719	4245

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2036 WoD AM
Junction: Dodwells Roundabout	
1/1 (short)	647
1/2 (with short)	913(In) 266(Out)
2/1 (short)	380
2/2 (with short)	720(In) 340(Out)
3/1 (with short)	1052(In) 526(Out)
3/2 (short)	526
4/1	695
4/2 (with short)	865(In) 442(Out)
4/3 (short)	423
5/1	407
5/2	128
6/1	740
6/2	452
7/1	1042
7/2	677
8/1	647
8/2	681
8/3	267
9/1	346
9/2	445
9/3	426
10/1	799
11/1	516
11/2	607
12/1	456
13/1	799
14/1	1042
14/2	677
14/3	456

Lane Saturation Flows

Junction: Dodwells Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A47)	3.65	0.00	Y	Arm 5 Left	21.00	19.0 %	1953	1953
				Arm 8 Ahead	Inf	81.0 %		

Full Input Data And Results

1/2 (A47)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
2/1 (B4666)	4.10	0.00	Y	Arm 6 U-Turn	Inf	24.5 %	1905	1905
				Arm 11 Left	18.00	75.5 %		
2/2 (B4666)	4.10	0.00	Y	Arm 11 Left	Inf	100.0 %	2025	2025
3/1 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
3/2 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
4/1 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	41.2 %	1965	1965
				Arm 10 Left	35.00	58.8 %		
4/2 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
4/3 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
5/1 (B4666 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4666 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A5 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5 (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A5 (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A5 (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2065	2065
8/2 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	66.4 %	2028	2028
				Arm 11 Right	28.00	33.6 %		
8/3 (Adjacent arm 2)	4.50	0.00	Y	Arm 11 Right	28.00	100.0 %	1960	1960
9/1 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2015	2015
9/2 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	14.8 %	1954	1954
				Arm 8 Right	41.00	85.2 %		
9/3 (Adjacent arm 1)	4.00	0.00	Y	Arm 8 Right	26.00	100.0 %	1905	1905
10/1 (A47 Exit (Ped Crossing))	5.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2115	2115
11/1 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
11/2 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
12/1 (Adj arm 4)	5.00	0.00	Y	Arm 9 Right	35.00	14.5 %	2102	2102
				Arm 10 Ahead	Inf	85.5 %		
13/1 (A47 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

14/1	Infinite Saturation Flow	Inf	Inf
14/2	Infinite Saturation Flow	Inf	Inf
14/3	Infinite Saturation Flow	Inf	Inf

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	95	256	436	787
	B	46	0	119	478	643
	C	299	77	3	924	1303
	D	356	431	678	3	1468
	Tot.	701	603	1056	1841	4201

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2036 WoD PM
Junction: Dodwells Roundabout	
1/1 (short)	501
1/2 (with short)	787(In) 286(Out)
2/1 (short)	356
2/2 (with short)	643(In) 287(Out)
3/1 (with short)	1303(In) 652(Out)
3/2 (short)	651
4/1	638
4/2 (with short)	830(In) 431(Out)
4/3 (short)	399
5/1	405
5/2	198
6/1	633
6/2	423
7/1	1041
7/2	800
8/1	514
8/2	575
8/3	287
9/1	358
9/2	432
9/3	402
10/1	701
11/1	389
11/2	574
12/1	425
13/1	701
14/1	1041
14/2	800
14/3	425

Lane Saturation Flows

Junction: Dodwells Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A47)	3.65	0.00	Y	Arm 5 Left	21.00	19.0 %	1954	1954
				Arm 8 Ahead	Inf	81.0 %		

Full Input Data And Results

1/2 (A47)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
2/1 (B4666)	4.10	0.00	Y	Arm 6 U-Turn	Inf	33.4 %	1919	1919
				Arm 11 Left	18.00	66.6 %		
2/2 (B4666)	4.10	0.00	Y	Arm 11 Left	Inf	100.0 %	2025	2025
3/1 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
3/2 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
4/1 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	44.2 %	1968	1968
				Arm 10 Left	35.00	55.8 %		
4/2 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
4/3 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
5/1 (B4666 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4666 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A5 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5 (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A5 (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A5 (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2065	2065
8/2 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	73.6 %	2036	2036
				Arm 11 Right	28.00	26.4 %		
8/3 (Adjacent arm 2)	4.50	0.00	Y	Arm 11 Right	28.00	100.0 %	1960	1960
9/1 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2015	2015
9/2 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	34.7 %	1968	1968
				Arm 8 Right	41.00	65.3 %		
9/3 (Adjacent arm 1)	4.00	0.00	Y	Arm 8 Right	26.00	100.0 %	1905	1905
10/1 (A47 Exit (Ped Crossing))	5.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2115	2115
11/1 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
11/2 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
12/1 (Adj arm 4)	5.00	0.00	Y	Arm 9 Right	35.00	18.8 %	2098	2098
				Arm 10 Ahead	Inf	81.2 %		
13/1 (A47 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

14/1	Infinite Saturation Flow	Inf	Inf
14/2	Infinite Saturation Flow	Inf	Inf
14/3	Infinite Saturation Flow	Inf	Inf

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	102	240	449	791
	B	53	0	85	553	691
	C	248	57	6	710	1021
	D	350	366	846	1	1563
	Tot.	651	525	1177	1713	4066

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2036 WoDWS AM
Junction: Dodwells Roundabout	
1/1 (short)	506
1/2 (with short)	791(In) 285(Out)
2/1 (short)	377
2/2 (with short)	691(In) 314(Out)
3/1 (with short)	1021(In) 510(Out)
3/2 (short)	511
4/1	684
4/2 (with short)	879(In) 446(Out)
4/3 (short)	433
5/1	442
5/2	83
6/1	711
6/2	466
7/1	967
7/2	746
8/1	626
8/2	631
8/3	285
9/1	391
9/2	450
9/3	435
10/1	651
11/1	457
11/2	599
12/1	364
13/1	651
14/1	967
14/2	746
14/3	364

Lane Saturation Flows

Junction: Dodwells Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	3.65	0.00	Y	Arm 5 Left	21.00	20.2 %	1952	1952

Full Input Data And Results

(A47)				Arm 8 Ahead	Inf	79.8 %		
1/2 (A47)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
2/1 (B4666)	4.10	0.00	Y	Arm 6 U-Turn	Inf	22.5 %	1902	1902
				Arm 11 Left	18.00	77.5 %		
2/2 (B4666)	4.10	0.00	Y	Arm 11 Left	Inf	100.0 %	2025	2025
3/1 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
3/2 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
4/1 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	48.8 %	1972	1972
				Arm 10 Left	35.00	51.2 %		
4/2 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
4/3 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
5/1 (B4666 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4666 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A5 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5 (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A5 (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A5 (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2065	2065
8/2 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	73.9 %	2036	2036
				Arm 11 Right	28.00	26.1 %		
8/3 (Adjacent arm 2)	4.50	0.00	Y	Arm 11 Right	28.00	100.0 %	1960	1960
9/1 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2015	2015
9/2 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	7.1 %	1949	1949
				Arm 8 Right	41.00	92.9 %		
9/3 (Adjacent arm 1)	4.00	0.00	Y	Arm 8 Right	26.00	100.0 %	1905	1905
10/1 (A47 Exit (Ped Crossing))	5.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2115	2115
11/1 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
11/2 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
12/1 (Adj arm 4)	5.00	0.00	Y	Arm 9 Right	35.00	17.3 %	2099	2099
				Arm 10 Ahead	Inf	82.7 %		

13/1 (A47 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1	Infinite Saturation Flow	Inf	Inf
14/2	Infinite Saturation Flow	Inf	Inf
14/3	Infinite Saturation Flow	Inf	Inf

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	78	225	429	732
	B	36	0	108	485	629
	C	256	69	3	961	1289
	D	340	427	719	3	1489
	Tot.	632	574	1055	1878	4139

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2036 WoDWS PM
Junction: Dodwells Roundabout	
1/1 (short)	482
1/2 (with short)	732(In) 250(Out)
2/1 (short)	342
2/2 (with short)	629(In) 287(Out)
3/1 (with short)	1289(In) 644(Out)
3/2 (short)	645
4/1	650
4/2 (with short)	839(In) 438(Out)
4/3 (short)	401
5/1	417
5/2	157
6/1	636
6/2	419
7/1	1058
7/2	820
8/1	528
8/2	599
8/3	252
9/1	378
9/2	439
9/3	404
10/1	632
11/1	414
11/2	539
12/1	364
13/1	632
14/1	1058
14/2	820
14/3	364

Lane Saturation Flows

Junction: Dodwells Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A47)	3.65	0.00	Y	Arm 5 Left	21.00	16.2 %	1957	1957
				Arm 8 Ahead	Inf	83.8 %		

Full Input Data And Results

1/2 (A47)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
2/1 (B4666)	4.10	0.00	Y	Arm 6 U-Turn	Inf	31.6 %	1916	1916
				Arm 11 Left	18.00	68.4 %		
2/2 (B4666)	4.10	0.00	Y	Arm 11 Left	Inf	100.0 %	2025	2025
3/1 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
3/2 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
4/1 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	47.7 %	1971	1971
				Arm 10 Left	35.00	52.3 %		
4/2 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
4/3 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
5/1 (B4666 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4666 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A5 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5 (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A5 (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A5 (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2065	2065
8/2 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	69.9 %	2032	2032
				Arm 11 Right	28.00	30.1 %		
8/3 (Adjacent arm 2)	4.50	0.00	Y	Arm 11 Right	28.00	100.0 %	1960	1960
9/1 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2015	2015
9/2 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	26.9 %	1963	1963
				Arm 8 Right	41.00	73.1 %		
9/3 (Adjacent arm 1)	4.00	0.00	Y	Arm 8 Right	26.00	100.0 %	1905	1905
10/1 (A47 Exit (Ped Crossing))	5.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2115	2115
11/1 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
11/2 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
12/1 (Adj arm 4)	5.00	0.00	Y	Arm 9 Right	35.00	19.8 %	2097	2097
				Arm 10 Ahead	Inf	80.2 %		
13/1 (A47 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

14/1	Infinite Saturation Flow	Inf	Inf
14/2	Infinite Saturation Flow	Inf	Inf
14/3	Infinite Saturation Flow	Inf	Inf

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	102	250	464	816
	B	57	0	90	536	683
	C	271	55	6	715	1047
	D	387	348	848	1	1584
	Tot.	715	505	1194	1716	4130

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2036 WD AM
Junction: Dodwells Roundabout	
1/1 (short)	538
1/2 (with short)	816(In) 278(Out)
2/1 (short)	372
2/2 (with short)	683(In) 311(Out)
3/1 (with short)	1047(In) 523(Out)
3/2 (short)	524
4/1	699
4/2 (with short)	885(In) 450(Out)
4/3 (short)	435
5/1	418
5/2	87
6/1	736
6/2	458
7/1	992
7/2	724
8/1	646
8/2	645
8/3	278
9/1	367
9/2	454
9/3	437
10/1	715
11/1	469
11/2	589
12/1	389
13/1	715
14/1	992
14/2	724
14/3	389

Lane Saturation Flows

Junction: Dodwells Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A47)	3.65	0.00	Y	Arm 5 Left	21.00	19.0 %	1954	1954
				Arm 8 Ahead	Inf	81.0 %		

Full Input Data And Results

1/2 (A47)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
2/1 (B4666)	4.10	0.00	Y	Arm 6 U-Turn	Inf	24.2 %	1905	1905
				Arm 11 Left	18.00	75.8 %		
2/2 (B4666)	4.10	0.00	Y	Arm 11 Left	Inf	100.0 %	2025	2025
3/1 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
3/2 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
4/1 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	44.6 %	1968	1968
				Arm 10 Left	35.00	55.4 %		
4/2 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
4/3 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
5/1 (B4666 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4666 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A5 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5 (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A5 (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A5 (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2065	2065
8/2 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	71.0 %	2033	2033
				Arm 11 Right	28.00	29.0 %		
8/3 (Adjacent arm 2)	4.50	0.00	Y	Arm 11 Right	28.00	100.0 %	1960	1960
9/1 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2015	2015
9/2 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	7.9 %	1949	1949
				Arm 8 Right	41.00	92.1 %		
9/3 (Adjacent arm 1)	4.00	0.00	Y	Arm 8 Right	26.00	100.0 %	1905	1905
10/1 (A47 Exit (Ped Crossing))	5.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2115	2115
11/1 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
11/2 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
12/1 (Adj arm 4)	5.00	0.00	Y	Arm 9 Right	35.00	15.7 %	2101	2101
				Arm 10 Ahead	Inf	84.3 %		
13/1 (A47 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

14/1	Infinite Saturation Flow	Inf	Inf
14/2	Infinite Saturation Flow	Inf	Inf
14/3	Infinite Saturation Flow	Inf	Inf

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	85	220	436	741
	B	36	0	106	465	607
	C	264	72	3	990	1329
	D	362	432	705	3	1502
	Tot.	662	589	1034	1894	4179

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2036 WD PM
Junction: Dodwells Roundabout	
1/1 (short)	495
1/2 (with short)	741(In) 246(Out)
2/1 (short)	330
2/2 (with short)	607(In) 277(Out)
3/1 (with short)	1329(In) 664(Out)
3/2 (short)	665
4/1	669
4/2 (with short)	833(In) 438(Out)
4/3 (short)	395
5/1	420
5/2	169
6/1	625
6/2	409
7/1	1079
7/2	815
8/1	519
8/2	600
8/3	248
9/1	378
9/2	439
9/3	398
10/1	662
11/1	415
11/2	525
12/1	375
13/1	662
14/1	1079
14/2	815
14/3	375

Lane Saturation Flows

Junction: Dodwells Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A47)	3.65	0.00	Y	Arm 5 Left	21.00	17.2 %	1956	1956
				Arm 8 Ahead	Inf	82.8 %		

Full Input Data And Results

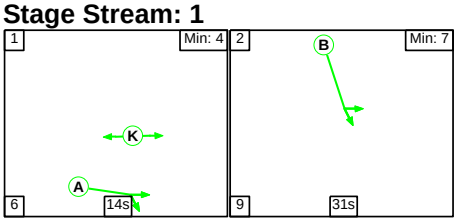
1/2 (A47)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
2/1 (B4666)	4.10	0.00	Y	Arm 6 U-Turn	Inf	32.1 %	1917	1917
				Arm 11 Left	18.00	67.9 %		
2/2 (B4666)	4.10	0.00	Y	Arm 11 Left	Inf	100.0 %	2025	2025
3/1 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
3/2 (A5 (S))	4.20	0.00	Y	Arm 14 Ahead	Inf	100.0 %	2035	2035
4/1 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	45.9 %	1969	1969
				Arm 10 Left	35.00	54.1 %		
4/2 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
4/3 (A5 (N))	4.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2015	2015
5/1 (B4666 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4666 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A5 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5 (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A5 (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A5 (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2065	2065
8/2 (Adjacent arm 2)	4.50	0.00	Y	Arm 6 Ahead	Inf	68.2 %	2030	2030
				Arm 11 Right	28.00	31.8 %		
8/3 (Adjacent arm 2)	4.50	0.00	Y	Arm 11 Right	28.00	100.0 %	1960	1960
9/1 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2015	2015
9/2 (Adjacent arm 1)	4.00	0.00	Y	Arm 5 Ahead	Inf	28.7 %	1964	1964
				Arm 8 Right	41.00	71.3 %		
9/3 (Adjacent arm 1)	4.00	0.00	Y	Arm 8 Right	26.00	100.0 %	1905	1905
10/1 (A47 Exit (Ped Crossing))	5.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2115	2115
11/1 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
11/2 (Adj arm 3)	4.50	0.00	Y	Arm 14 Right	Inf	100.0 %	2065	2065
12/1 (Adj arm 4)	5.00	0.00	Y	Arm 9 Right	35.00	20.0 %	2097	2097
				Arm 10 Ahead	Inf	80.0 %		
13/1 (A47 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

14/1	Infinite Saturation Flow	Inf	Inf
14/2	Infinite Saturation Flow	Inf	Inf
14/3	Infinite Saturation Flow	Inf	Inf

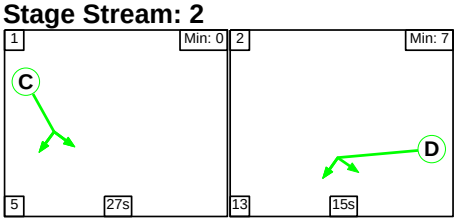
Scenario 1: '2018 AM Base' (FG1: '2018 AM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

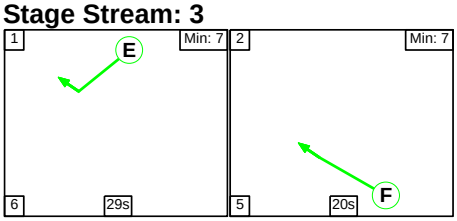
Stage Stream: 1



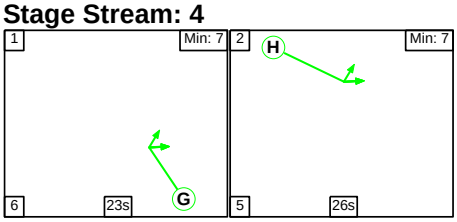
Stage Stream: 2



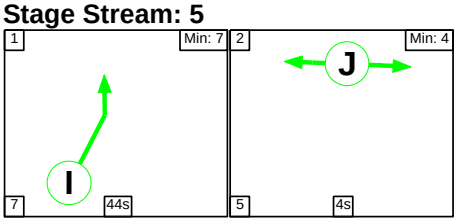
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	14	31
Change Point	35	55

Full Input Data And Results

Stage Stream: 2

Stage	1	2
Duration	27	15
Change Point	36	8

Stage Stream: 3

Stage	1	2
Duration	29	20
Change Point	14	49

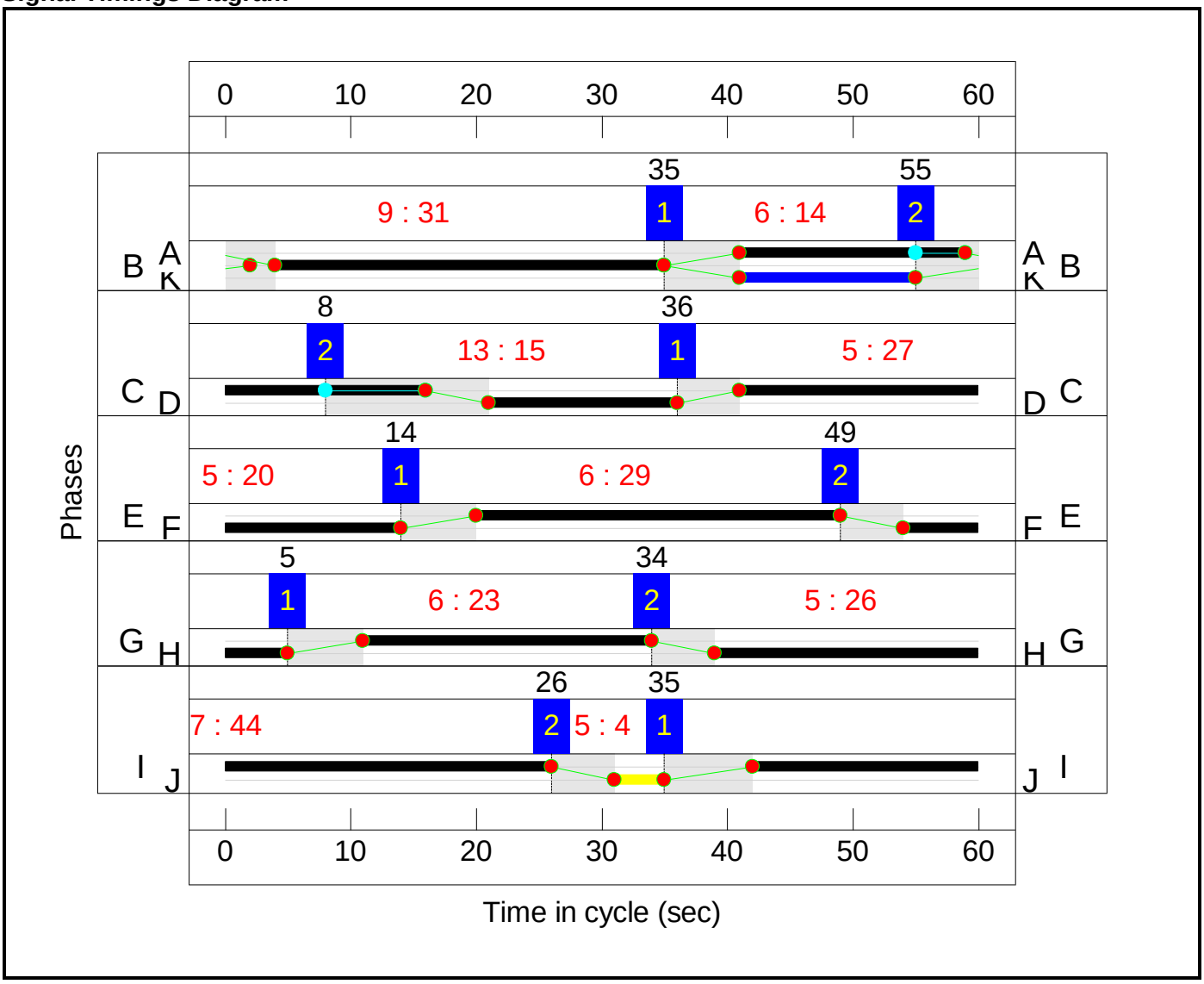
Stage Stream: 4

Stage	1	2
Duration	23	26
Change Point	5	34

Stage Stream: 5

Stage	1	2
Duration	44	4
Change Point	35	26

Signal Timings Diagram

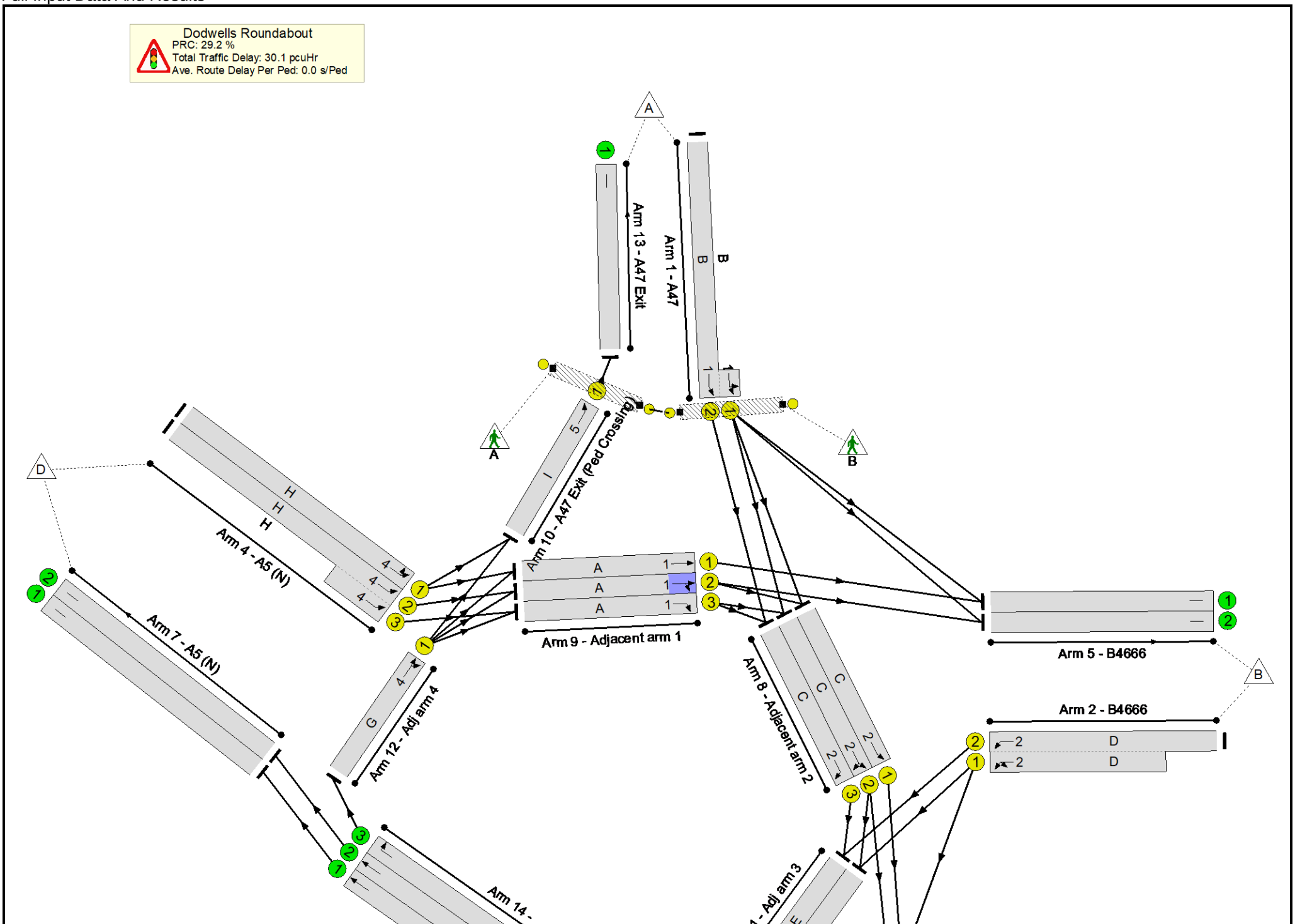


Full Input Data And Results

Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.7%**
Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.7%**
1/2+1/1	A47 Left Ahead	U	1	N/A	B		1	31	-	768	1980:1955	392+711	69.7 : 69.7%
2/2+2/1	B4666 U-Turn Left	U	2	N/A	D		1	15	-	628	2025:1899	540+506	54.6 : 65.8%
3/1+3/2	A5 (S) Ahead	U	3	N/A	F		1	20	-	951	2035:2035	712+712	66.7 : 66.8%
4/1	A5 (N) Ahead Left	U	4	N/A	H		1	26	-	609	1962	883	69.0%
4/2+4/3	A5 (N) Ahead	U	4	N/A	H		1	26	-	814	2015:2015	610+578	68.5 : 68.5%
5/1	B4666	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
5/2	B4666	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%
6/1	A5 (S)	U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
6/2	A5 (S)	U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
7/1	A5 (N)	U	N/A	N/A	-		-	-	-	941	Inf	Inf	0.0%
7/2	A5 (N)	U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%
8/1	Adjacent arm 2 Ahead	U	2	N/A	C		1	35	-	523	2065	1239	42.2%
8/2	Adjacent arm 2 Ahead Right	U	2	N/A	C		1	35	-	603	2029	1217	49.5%
8/3	Adjacent arm 2 Right	U	2	N/A	C		1	35	-	273	1960	1176	23.2%
9/1	Adjacent arm 1 Ahead	U	1	N/A	A		1	18	-	273	2015	638	42.8%
9/2	Adjacent arm 1 Ahead Right	U	1	N/A	A		1	18	-	421	1960	621	67.8%
9/3	Adjacent arm 1 Right	U	1	N/A	A		1	18	-	398	1905	603	66.0%

Full Input Data And Results

10/1	A47 Exit (Ped Crossing) Ahead	U	5	N/A	I		1	44	-	677	2115	1586	42.7%
11/1	Adj arm 3 Right	U	3	N/A	E		1	29	-	466	2065	1032	45.1%
11/2	Adj arm 3 Right	U	3	N/A	E		1	29	-	568	2065	1032	55.0%
12/1	Adj arm 4 Right Ahead	U	4	N/A	G		1	23	-	346	2102	841	41.2%
13/1	A47 Exit	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	941	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%
14/3	Right	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5	-	J		1	4	-	0	-	4800	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	K		1	14	-	0	-	16800	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: Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**20.0**	**10.2**	**0.0**	**30.1**	**-**	**-**	**-**	**-**
Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**20.0**	**10.2**	**0.0**	**30.1**	**-**	**-**	**-**	**-**
1/2+1/1	768	768	-	-	-	2.0	1.1	-	3.2 (1.1+2.1)	14.9 (14.8:15.0)	8.1	1.1	9.2
2/2+2/1	628	628	-	-	-	3.4	0.7	-	4.1 (1.9+2.2)	23.5 (23.2:23.9)	4.9	0.7	5.7
3/1+3/2	951	951	-	-	-	4.4	1.0	-	5.4 (2.7+2.7)	20.3 (20.3:20.3)	6.6	1.0	7.6
4/1	609	609	-	-	-	2.2	1.1	-	3.3	19.7	8.0	1.1	9.1
4/2+4/3	814	814	-	-	-	2.6	1.1	-	3.7 (1.9+1.8)	16.2 (16.2:16.1)	4.8	1.1	5.8
5/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	941	941	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	523	523	-	-	-	0.5	0.4	-	0.9	6.3	2.0	0.4	2.4
8/2	603	603	-	-	-	0.6	0.5	-	1.1	6.3	2.1	0.5	2.5
8/3	273	273	-	-	-	0.8	0.2	-	0.9	12.2	2.7	0.2	2.9
9/1	273	273	-	-	-	0.7	0.4	-	1.1	14.7	1.5	0.4	1.9
9/2	421	421	-	-	-	0.8	1.0	-	1.9	16.0	1.4	1.0	2.4
9/3	398	398	-	-	-	0.8	1.0	-	1.7	15.7	1.6	1.0	2.6
10/1	677	677	-	-	-	0.1	0.4	-	0.5	2.6	0.8	0.4	1.1
11/1	466	466	-	-	-	0.2	0.4	-	0.6	4.5	1.4	0.4	1.8
11/2	568	568	-	-	-	0.3	0.6	-	0.9	5.9	2.1	0.6	2.7
12/1	346	346	-	-	-	0.5	0.3	-	0.9	9.3	3.8	0.3	4.1

Full Input Data And Results

13/1	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	941	941	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/3	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

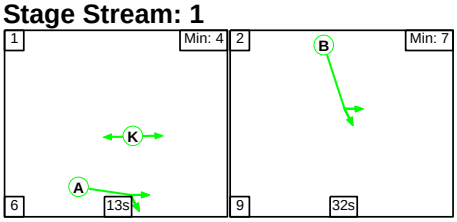
C1	Stream: 1 PRC for Signalled Lanes (%):	29.2	Total Delay for Signalled Lanes (pcuHr):	7.91	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	36.9	Total Delay for Signalled Lanes (pcuHr):	6.99	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	34.7	Total Delay for Signalled Lanes (pcuHr):	6.88	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	30.5	Total Delay for Signalled Lanes (pcuHr):	7.88	Cycle Time (s):	60
C1	Stream: 5 PRC for Signalled Lanes (%):	110.9	Total Delay for Signalled Lanes (pcuHr):	0.49	Cycle Time (s):	60
	PRC Over All Lanes (%):	29.2	Total Delay Over All Lanes(pcuHr):	30.15		

Full Input Data And Results

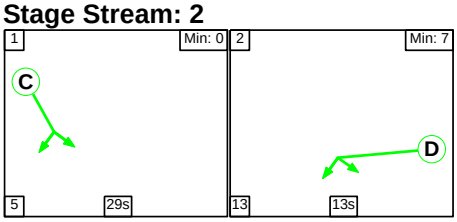
Scenario 2: '2018 PM Base' (FG2: '2018 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

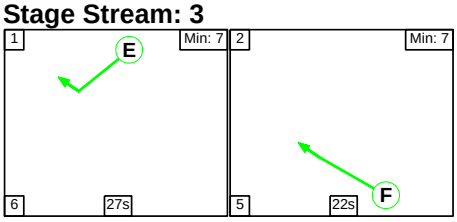
Stage Stream: 1



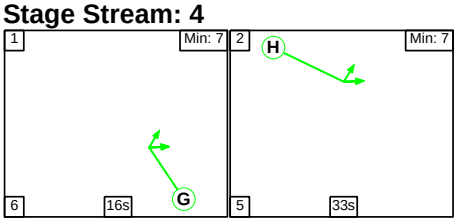
Stage Stream: 2



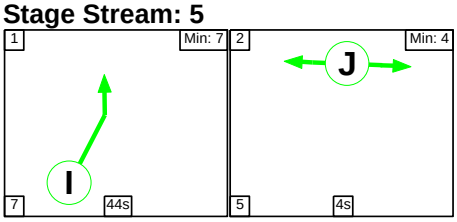
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	13	32
Change Point	20	39

Stage Stream: 2

Stage	1	2
Duration	29	13
Change Point	2	36

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	27	22
Change Point	45	18

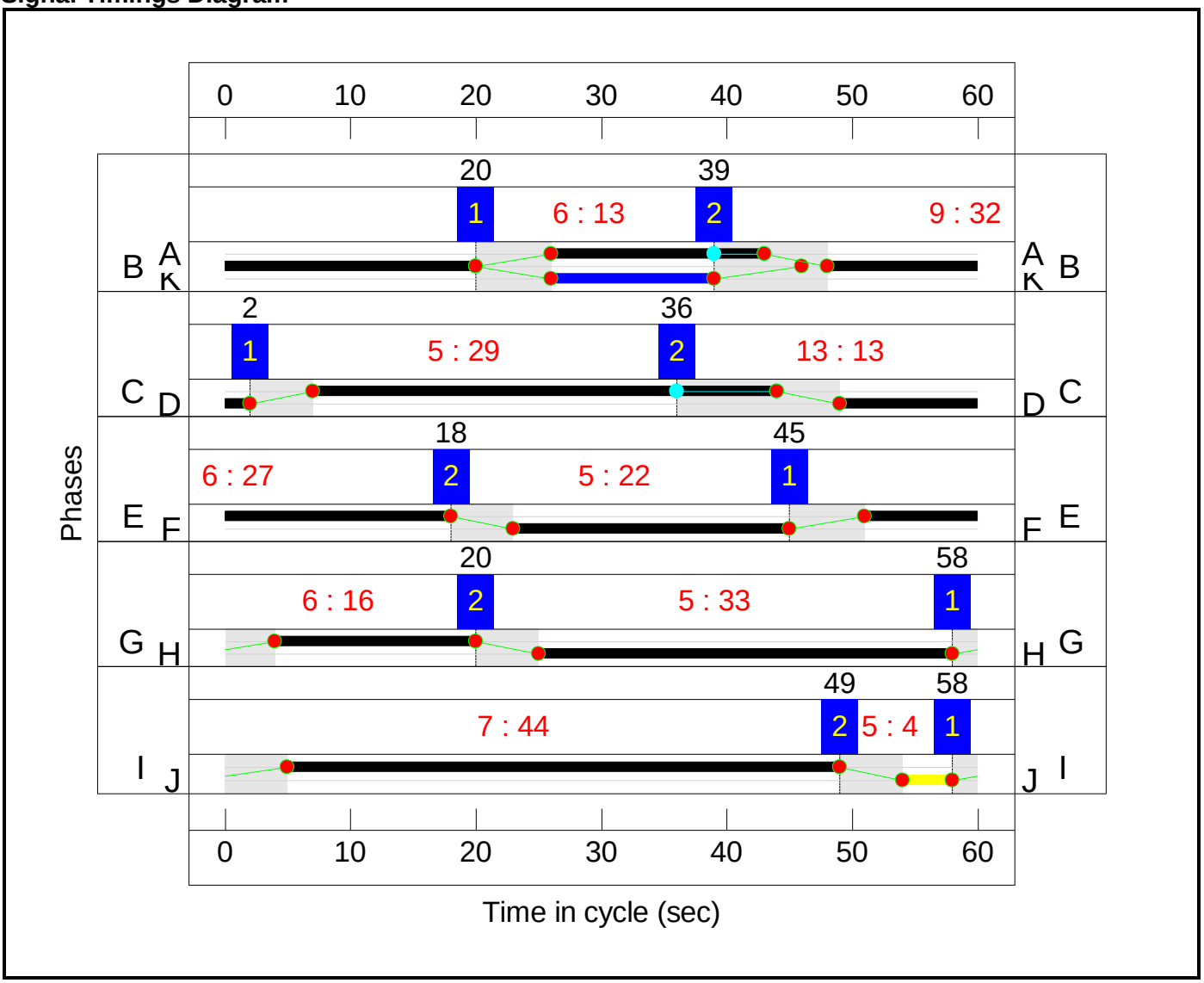
Stage Stream: 4

Stage	1	2
Duration	16	33
Change Point	58	20

Stage Stream: 5

Stage	1	2
Duration	44	4
Change Point	58	49

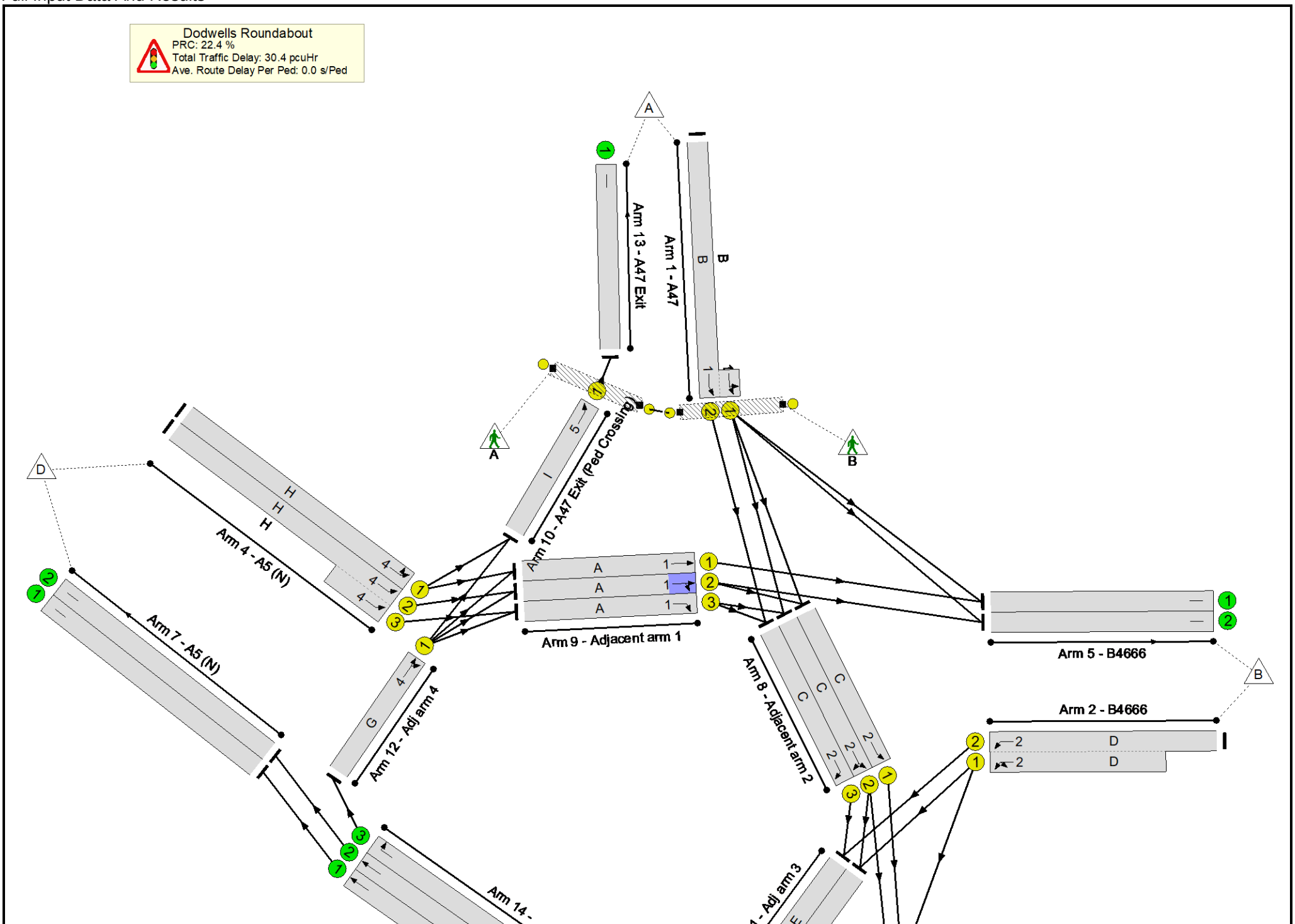
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.5%**
Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.5%**
1/2+1/1	A47 Left Ahead	U	1	N/A	B		1	32	-	830	1980:1959	371+758	73.5 : 73.5%
2/2+2/1	B4666 U-Turn Left	U	2	N/A	D		1	13	-	605	2025:1913	473+446	59.3 : 72.8%
3/1+3/2	A5 (S) Ahead	U	3	N/A	F		1	22	-	968	2035:2035	780+780	62.0 : 62.0%
4/1	A5 (N) Ahead Left	U	4	N/A	H		1	33	-	653	1964	1113	58.7%
4/2+4/3	A5 (N) Ahead	U	4	N/A	H		1	33	-	754	2015:2015	735+683	53.2 : 53.2%
5/1	B4666	U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
5/2	B4666	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%
6/1	A5 (S)	U	N/A	N/A	-		-	-	-	608	Inf	Inf	0.0%
6/2	A5 (S)	U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
7/1	A5 (N)	U	N/A	N/A	-		-	-	-	946	Inf	Inf	0.0%
7/2	A5 (N)	U	N/A	N/A	-		-	-	-	724	Inf	Inf	0.0%
8/1	Adjacent arm 2 Ahead	U	2	N/A	C		1	37	-	511	2065	1308	39.1%
8/2	Adjacent arm 2 Ahead Right	U	2	N/A	C		1	37	-	605	2023	1281	47.2%
8/3	Adjacent arm 2 Right	U	2	N/A	C		1	37	-	274	1960	1241	22.1%
9/1	Adjacent arm 1 Ahead	U	1	N/A	A		1	17	-	302	2015	605	50.0%
9/2	Adjacent arm 1 Ahead Right	U	1	N/A	A		1	17	-	391	1964	589	66.4%
9/3	Adjacent arm 1 Right	U	1	N/A	A		1	17	-	365	1905	572	63.9%

Full Input Data And Results

10/1	A47 Exit (Ped Crossing) Ahead	U	5	N/A	I		1	44	-	663	2115	1586	41.8%
11/1	Adj arm 3 Right	U	3	N/A	E		1	27	-	462	2065	964	47.9%
11/2	Adj arm 3 Right	U	3	N/A	E		1	27	-	554	2065	964	57.5%
12/1	Adj arm 4 Right Ahead	U	4	N/A	G		1	16	-	314	2101	595	52.7%
13/1	A47 Exit	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	946	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	724	Inf	Inf	0.0%
14/3	Right	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5	-	J		1	4	-	0	-	4800	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	K		1	13	-	0	-	15600	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: Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**20.7**	**9.7**	**0.0**	**30.4**	**-**	**-**	**-**	**-**
Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**20.7**	**9.7**	**0.0**	**30.4**	**-**	**-**	**-**	**-**
1/2+1/1	830	830	-	-	-	2.2	1.4	-	3.6 (1.2+2.4)	15.4 (15.3:15.5)	9.2	1.4	10.5
2/2+2/1	605	605	-	-	-	3.5	1.0	-	4.5 (2.0+2.4)	26.6 (26.2:27.0)	5.0	1.0	5.9
3/1+3/2	968	968	-	-	-	4.0	0.8	-	4.8 (2.4+2.4)	18.0 (18.0:18.0)	6.5	0.8	7.3
4/1	653	653	-	-	-	1.5	0.7	-	2.2	12.3	6.9	0.7	7.6
4/2+4/3	754	754	-	-	-	1.5	0.6	-	2.0 (1.1+1.0)	9.6 (9.7:9.6)	3.5	0.6	4.0
5/1	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	511	511	-	-	-	0.6	0.3	-	0.9	6.2	3.3	0.3	3.7
8/2	605	605	-	-	-	0.6	0.4	-	1.1	6.4	3.6	0.4	4.1
8/3	274	274	-	-	-	0.5	0.1	-	0.6	8.5	3.5	0.1	3.7
9/1	302	302	-	-	-	1.1	0.5	-	1.6	18.7	2.4	0.5	2.9
9/2	391	391	-	-	-	1.3	1.0	-	2.2	20.6	2.5	1.0	3.4
9/3	365	365	-	-	-	1.2	0.9	-	2.0	20.2	2.7	0.9	3.6
10/1	663	663	-	-	-	0.2	0.4	-	0.6	3.2	1.4	0.4	1.8
11/1	462	462	-	-	-	0.4	0.5	-	0.9	6.6	0.9	0.5	1.3
11/2	554	554	-	-	-	0.5	0.7	-	1.1	7.3	1.3	0.7	1.9
12/1	314	314	-	-	-	1.7	0.6	-	2.3	25.9	4.9	0.6	5.5

Full Input Data And Results

13/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/3	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

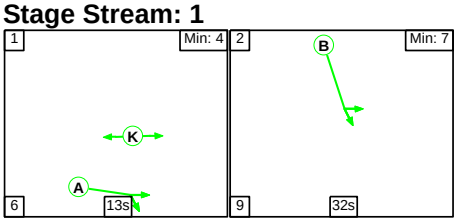
C1	Stream: 1 PRC for Signalled Lanes (%):	22.4	Total Delay for Signalled Lanes (pcuHr):	9.41	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	23.6	Total Delay for Signalled Lanes (pcuHr):	7.08	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	45.1	Total Delay for Signalled Lanes (pcuHr):	6.82	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	53.4	Total Delay for Signalled Lanes (pcuHr):	6.52	Cycle Time (s):	60
C1	Stream: 5 PRC for Signalled Lanes (%):	115.3	Total Delay for Signalled Lanes (pcuHr):	0.59	Cycle Time (s):	60
	PRC Over All Lanes (%):	22.4	Total Delay Over All Lanes(pcuHr):	30.42		

Full Input Data And Results

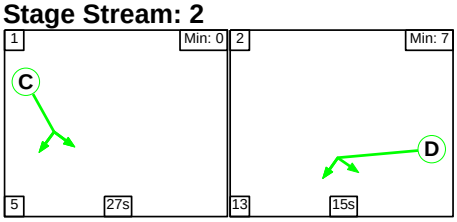
Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

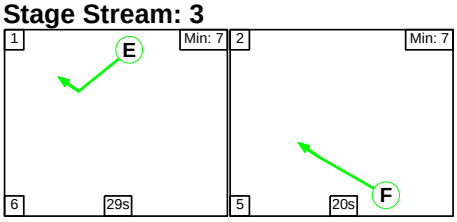
Stage Stream: 1



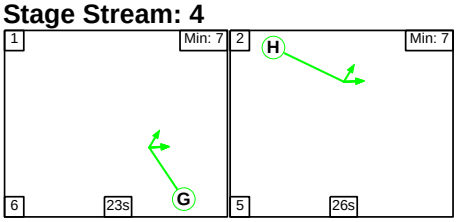
Stage Stream: 2



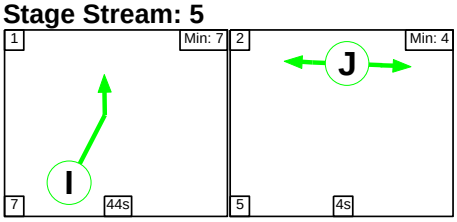
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	13	32
Change Point	0	19

Stage Stream: 2

Stage	1	2
Duration	27	15
Change Point	1	33

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	29	20
Change Point	41	16

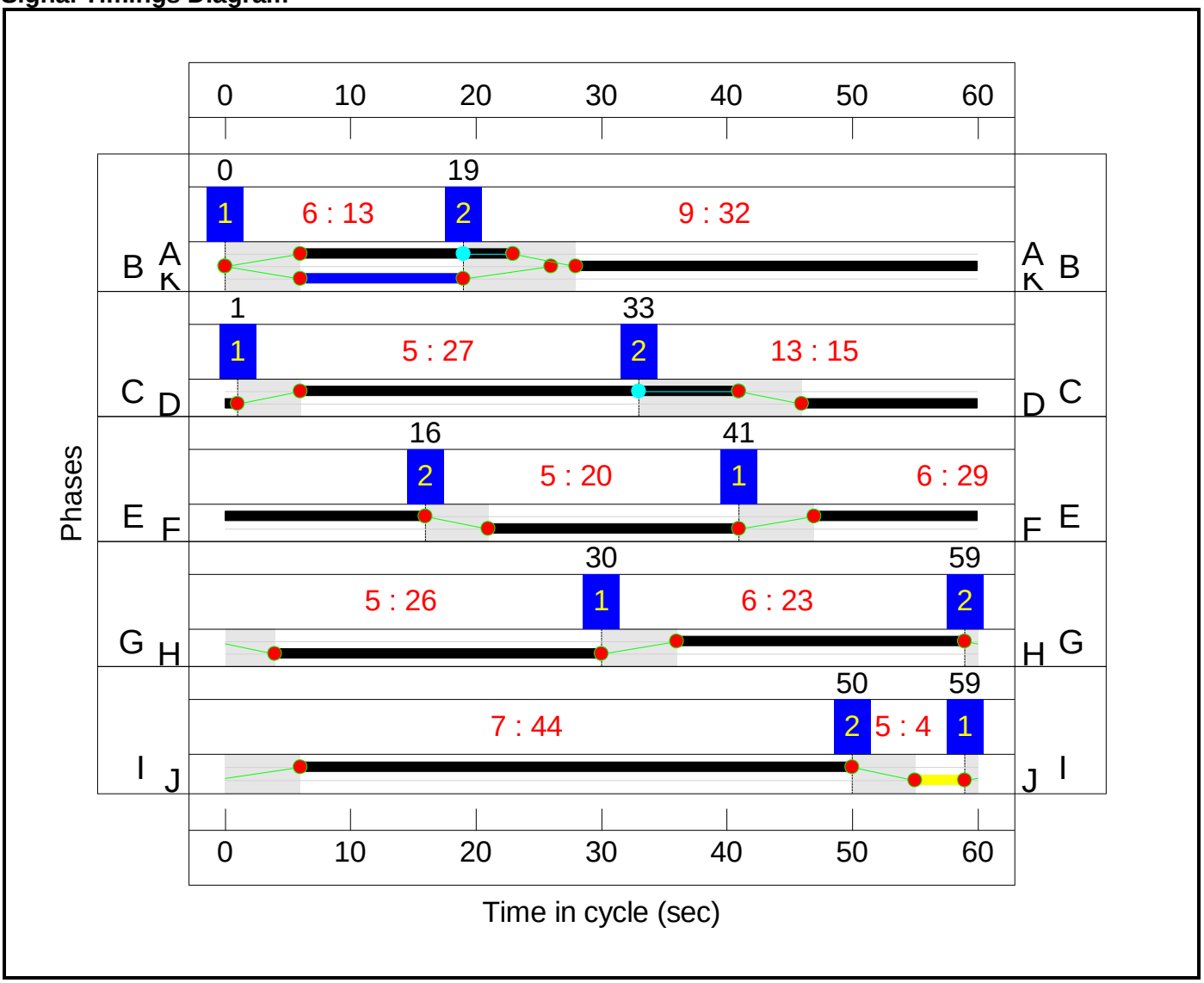
Stage Stream: 4

Stage	1	2
Duration	23	26
Change Point	30	59

Stage Stream: 5

Stage	1	2
Duration	44	4
Change Point	59	50

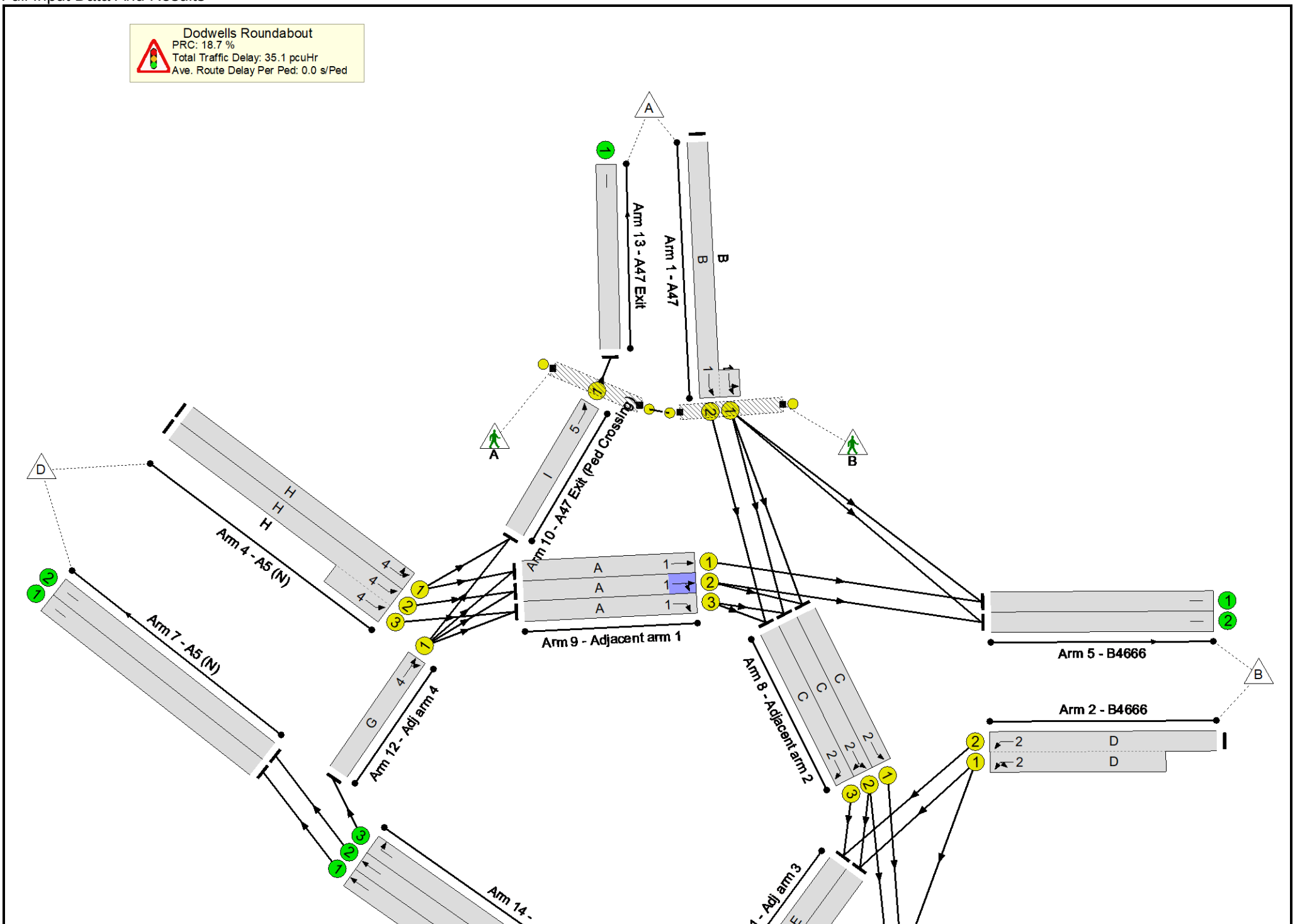
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.8%**
Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.8%**
1/2+1/1	A47 Left Ahead	U	1	N/A	B		1	32	-	849	1980:1954	338+782	75.8 : 75.8%
2/2+2/1	B4666 U-Turn Left	U	2	N/A	D		1	15	-	702	2025:1903	540+507	62.0 : 72.3%
3/1+3/2	A5 (S) Ahead	U	3	N/A	F		1	20	-	1028	2035:2035	712+712	72.2 : 72.2%
4/1	A5 (N) Ahead Left	U	4	N/A	H		1	26	-	667	1966	885	75.4%
4/2+4/3	A5 (N) Ahead	U	4	N/A	H		1	26	-	809	2015:2015	609+584	67.9 : 67.9%
5/1	B4666	U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
5/2	B4666	U	N/A	N/A	-		-	-	-	110	Inf	Inf	0.0%
6/1	A5 (S)	U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
6/2	A5 (S)	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
7/1	A5 (N)	U	N/A	N/A	-		-	-	-	1013	Inf	Inf	0.0%
7/2	A5 (N)	U	N/A	N/A	-		-	-	-	680	Inf	Inf	0.0%
8/1	Adjacent arm 2 Ahead	U	2	N/A	C		1	35	-	603	2065	1239	48.7%
8/2	Adjacent arm 2 Ahead Right	U	2	N/A	C		1	35	-	638	2028	1217	52.4%
8/3	Adjacent arm 2 Right	U	2	N/A	C		1	35	-	257	1960	1176	21.9%
9/1	Adjacent arm 1 Ahead	U	1	N/A	A		1	17	-	333	2015	605	55.1%
9/2	Adjacent arm 1 Ahead Right	U	1	N/A	A		1	17	-	416	1953	586	71.0%
9/3	Adjacent arm 1 Right	U	1	N/A	A		1	17	-	398	1905	572	69.6%

Full Input Data And Results

10/1	A47 Exit (Ped Crossing) Ahead	U	5	N/A	I		1	44	-	755	2115	1586	47.6%
11/1	Adj arm 3 Right	U	3	N/A	E		1	29	-	499	2065	1032	48.3%
11/2	Adj arm 3 Right	U	3	N/A	E		1	29	-	592	2065	1032	57.3%
12/1	Adj arm 4 Right Ahead	U	4	N/A	G		1	23	-	426	2102	841	50.7%
13/1	A47 Exit	U	N/A	N/A	-		-	-	-	755	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	1013	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	680	Inf	Inf	0.0%
14/3	Right	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5	-	J		1	4	-	0	-	4800	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	K		1	13	-	0	-	15600	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: Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**22.4**	**12.6**	**0.0**	**35.1**	**-**	**-**	**-**	**-**
Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**22.4**	**12.6**	**0.0**	**35.1**	**-**	**-**	**-**	**-**
1/2+1/1	849	849	-	-	-	2.3	1.5	-	3.9 (1.2+2.7)	16.3 (16.2:16.4)	9.7	1.5	11.3
2/2+2/1	702	702	-	-	-	3.8	1.0	-	4.8 (2.3+2.6)	24.9 (24.5:25.2)	5.5	1.0	6.5
3/1+3/2	1028	1028	-	-	-	4.8	1.3	-	6.1 (3.1+3.1)	21.5 (21.5:21.5)	7.4	1.3	8.7
4/1	667	667	-	-	-	2.5	1.5	-	4.1	21.9	9.1	1.5	10.6
4/2+4/3	809	809	-	-	-	2.6	1.0	-	3.6 (1.8+1.8)	16.0 (16.1:16.0)	4.7	1.0	5.8
5/1	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	110	110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1013	1013	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	603	603	-	-	-	0.7	0.5	-	1.2	6.9	2.5	0.5	3.0
8/2	638	638	-	-	-	0.7	0.6	-	1.2	7.0	2.5	0.6	3.0
8/3	257	257	-	-	-	0.7	0.1	-	0.9	12.2	2.6	0.1	2.8
9/1	333	333	-	-	-	1.2	0.6	-	1.8	19.1	2.5	0.6	3.1
9/2	416	416	-	-	-	0.9	1.2	-	2.1	18.3	1.5	1.2	2.7
9/3	398	398	-	-	-	0.9	1.1	-	2.0	18.0	1.6	1.1	2.8
10/1	755	755	-	-	-	0.3	0.5	-	0.7	3.5	1.8	0.5	2.2
11/1	499	499	-	-	-	0.2	0.5	-	0.7	4.7	1.4	0.5	1.9
11/2	592	592	-	-	-	0.3	0.7	-	0.9	5.6	2.9	0.7	3.6
12/1	426	426	-	-	-	0.6	0.5	-	1.1	9.6	3.7	0.5	4.2

Full Input Data And Results

13/1	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1013	1013	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/3	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

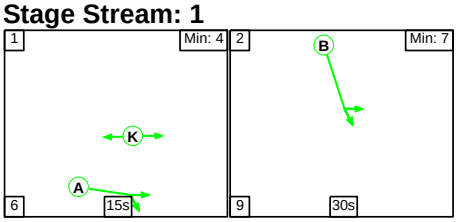
C1	Stream: 1 PRC for Signalled Lanes (%):	18.7	Total Delay for Signalled Lanes (pcuHr):	9.72	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	24.4	Total Delay for Signalled Lanes (pcuHr):	8.11	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	24.7	Total Delay for Signalled Lanes (pcuHr):	7.71	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	19.4	Total Delay for Signalled Lanes (pcuHr):	8.79	Cycle Time (s):	60
C1	Stream: 5 PRC for Signalled Lanes (%):	89.1	Total Delay for Signalled Lanes (pcuHr):	0.73	Cycle Time (s):	60
	PRC Over All Lanes (%):	18.7	Total Delay Over All Lanes(pcuHr):	35.07		

Full Input Data And Results

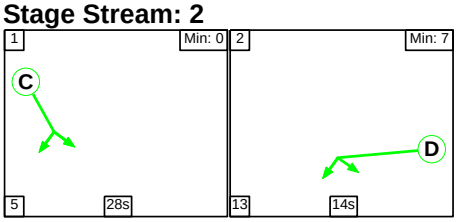
Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

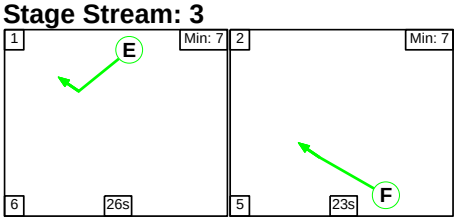
Stage Stream: 1



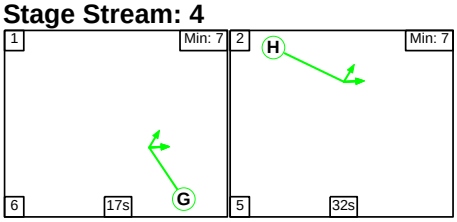
Stage Stream: 2



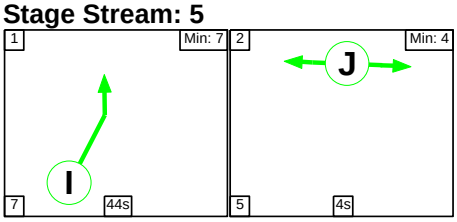
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	30
Change Point	0	21

Stage Stream: 2

Stage	1	2
Duration	28	14
Change Point	4	37

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	26	23
Change Point	32	4

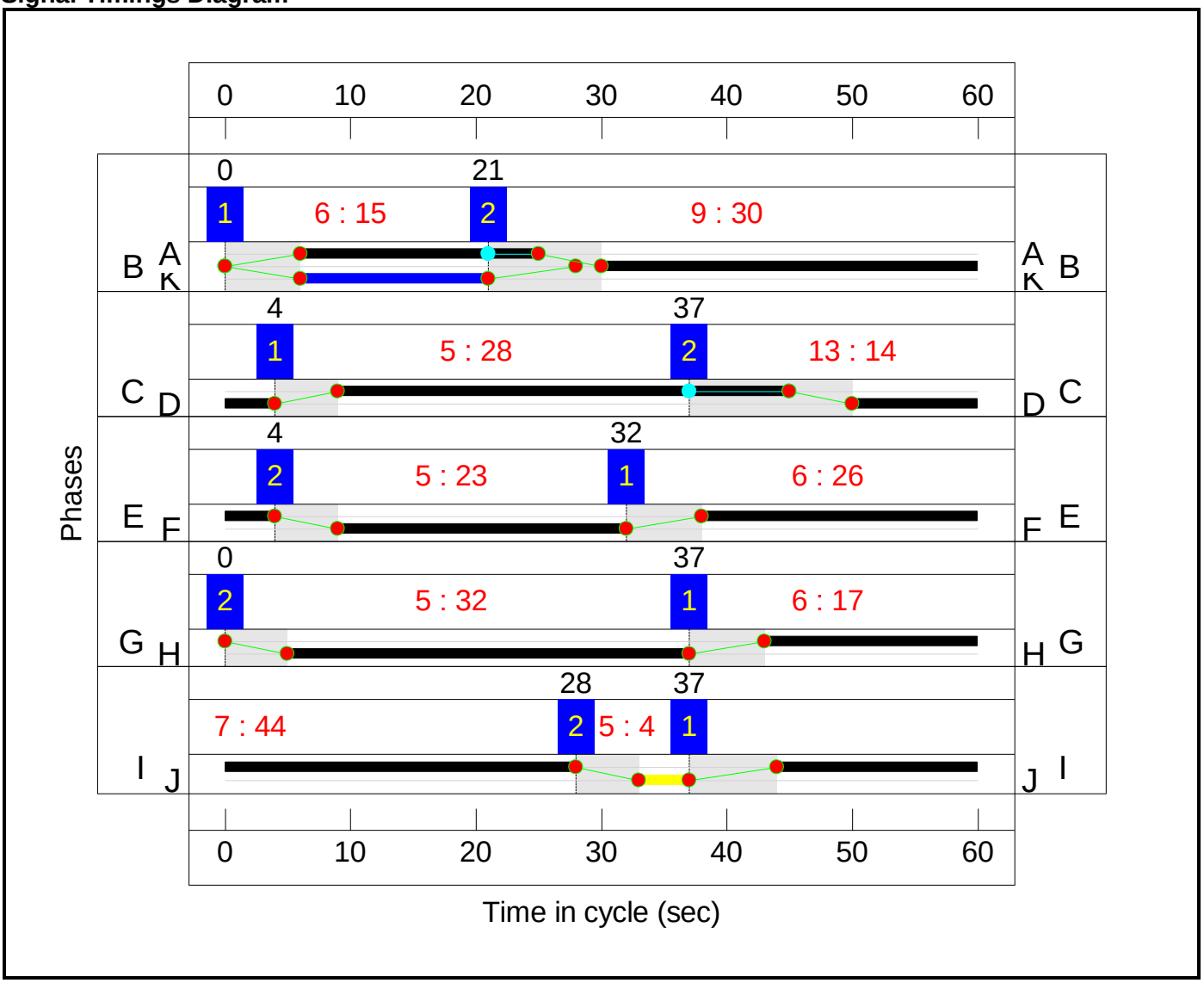
Stage Stream: 4

Stage	1	2
Duration	17	32
Change Point	37	0

Stage Stream: 5

Stage	1	2
Duration	44	4
Change Point	37	28

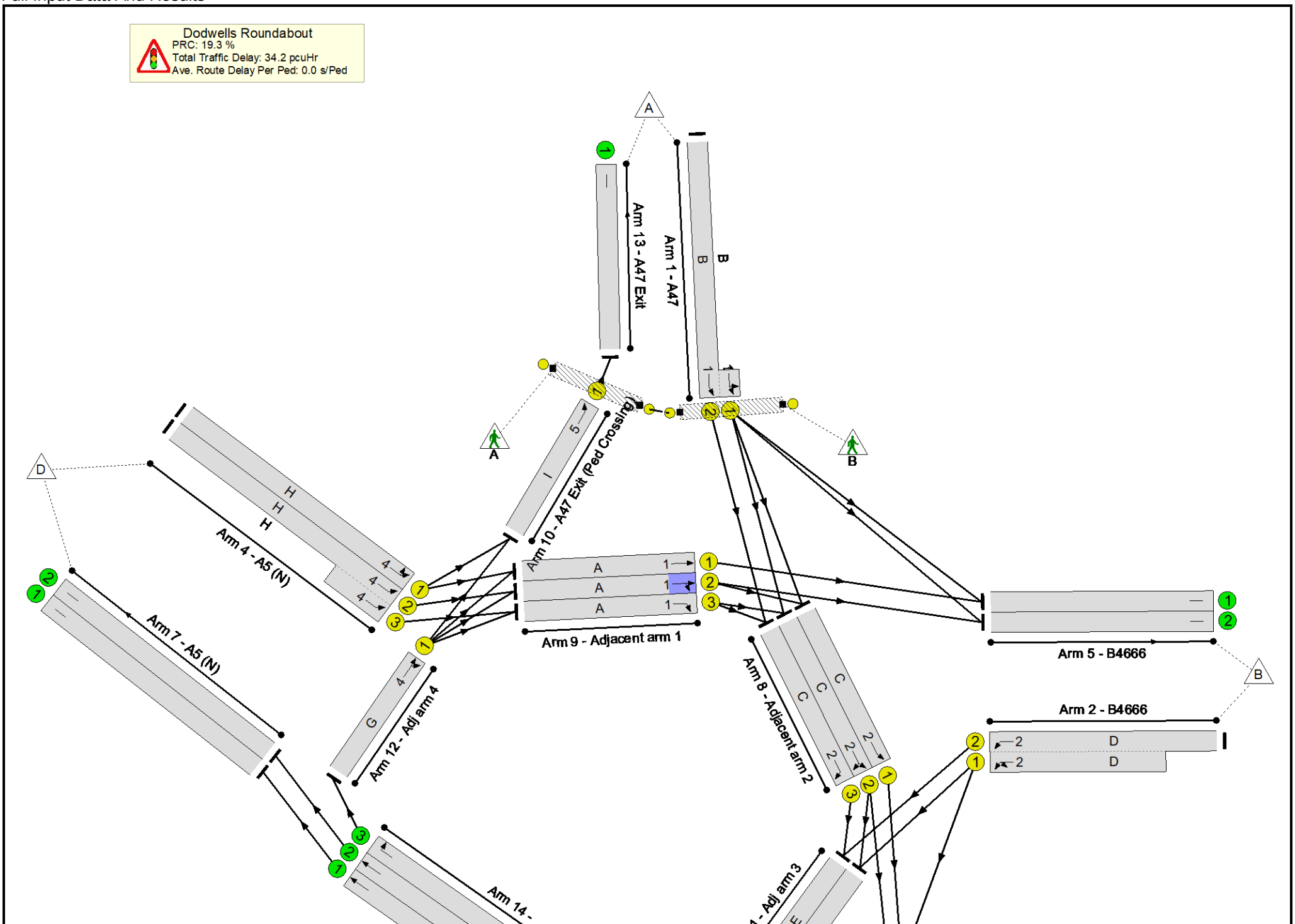
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.4%**
Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.4%**
1/2+1/1	A47 Left Ahead	U	1	N/A	B		1	30	-	810	1980:1954	396+677	75.4 : 75.4%
2/2+2/1	B4666 U-Turn Left	U	2	N/A	D		1	14	-	642	2025:1915	506+479	56.9 : 73.9%
3/1+3/2	A5 (S) Ahead	U	3	N/A	F		1	23	-	1188	2035:2035	814+814	73.0 : 73.0%
4/1	A5 (N) Ahead Left	U	4	N/A	H		1	32	-	655	1968	1082	60.5%
4/2+4/3	A5 (N) Ahead	U	4	N/A	H		1	32	-	798	2015:2015	721+659	57.8 : 57.8%
5/1	B4666	U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
5/2	B4666	U	N/A	N/A	-		-	-	-	182	Inf	Inf	0.0%
6/1	A5 (S)	U	N/A	N/A	-		-	-	-	625	Inf	Inf	0.0%
6/2	A5 (S)	U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
7/1	A5 (N)	U	N/A	N/A	-		-	-	-	1009	Inf	Inf	0.0%
7/2	A5 (N)	U	N/A	N/A	-		-	-	-	804	Inf	Inf	0.0%
8/1	Adjacent arm 2 Ahead	U	2	N/A	C		1	36	-	516	2065	1273	40.5%
8/2	Adjacent arm 2 Ahead Right	U	2	N/A	C		1	36	-	566	2032	1253	45.2%
8/3	Adjacent arm 2 Right	U	2	N/A	C		1	36	-	300	1960	1209	24.8%
9/1	Adjacent arm 1 Ahead	U	1	N/A	A		1	19	-	355	2015	672	52.9%
9/2	Adjacent arm 1 Ahead Right	U	1	N/A	A		1	19	-	418	1966	655	63.8%
9/3	Adjacent arm 1 Right	U	1	N/A	A		1	19	-	383	1905	635	60.3%

Full Input Data And Results

10/1	A47 Exit (Ped Crossing) Ahead	U	5	N/A	I		1	44	-	675	2115	1586	42.6%
11/1	Adj arm 3 Right	U	3	N/A	E		1	26	-	415	2065	929	44.7%
11/2	Adj arm 3 Right	U	3	N/A	E		1	26	-	588	2065	929	63.3%
12/1	Adj arm 4 Right Ahead	U	4	N/A	G		1	17	-	378	2099	630	60.0%
13/1	A47 Exit	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	1009	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	804	Inf	Inf	0.0%
14/3	Right	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5	-	J		1	4	-	0	-	4800	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	K		1	15	-	0	-	18000	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: Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**23.5**	**10.7**	**0.0**	**34.2**	**-**	**-**	**-**	**-**
Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**23.5**	**10.7**	**0.0**	**34.2**	**-**	**-**	**-**	**-**
1/2+1/1	810	810	-	-	-	2.4	1.5	-	3.9 (1.4+2.5)	17.3 (17.2:17.4)	9.2	1.5	10.7
2/2+2/1	642	642	-	-	-	3.6	0.9	-	4.5 (2.0+2.5)	25.5 (24.9:25.9)	5.4	0.9	6.3
3/1+3/2	1188	1188	-	-	-	5.0	1.3	-	6.4 (3.2+3.2)	19.3 (19.3:19.3)	8.3	1.3	9.6
4/1	655	655	-	-	-	1.7	0.8	-	2.4	13.3	7.3	0.8	8.0
4/2+4/3	798	798	-	-	-	1.7	0.7	-	2.4 (1.2+1.1)	10.7 (10.7:10.6)	3.9	0.7	4.6
5/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1009	1009	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	804	804	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	516	516	-	-	-	0.6	0.3	-	0.9	6.2	3.0	0.3	3.3
8/2	566	566	-	-	-	0.4	0.4	-	0.8	5.4	3.4	0.4	3.8
8/3	300	300	-	-	-	0.7	0.2	-	0.9	10.5	2.5	0.2	2.6
9/1	355	355	-	-	-	1.1	0.6	-	1.6	16.6	2.6	0.6	3.2
9/2	418	418	-	-	-	1.1	0.9	-	2.0	17.2	2.0	0.9	2.9
9/3	383	383	-	-	-	1.0	0.8	-	1.8	16.7	1.9	0.8	2.6
10/1	675	675	-	-	-	0.2	0.4	-	0.6	3.1	1.3	0.4	1.7
11/1	415	415	-	-	-	0.8	0.4	-	1.2	10.5	2.1	0.4	2.5
11/2	588	588	-	-	-	1.3	0.9	-	2.2	13.3	4.4	0.9	5.2
12/1	378	378	-	-	-	1.8	0.7	-	2.6	24.5	6.3	0.7	7.0

Full Input Data And Results

13/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1009	1009	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	804	804	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/3	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

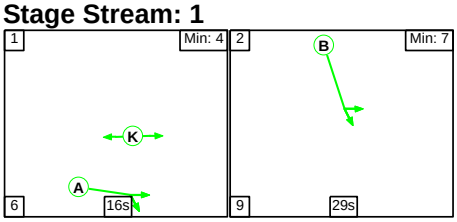
C1	Stream: 1 PRC for Signalled Lanes (%):	19.3	Total Delay for Signalled Lanes (pcuHr):	9.32	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	21.7	Total Delay for Signalled Lanes (pcuHr):	7.15	Cycle Time (s): 60
C1	Stream: 3 PRC for Signalled Lanes (%):	23.3	Total Delay for Signalled Lanes (pcuHr):	9.77	Cycle Time (s): 60
C1	Stream: 4 PRC for Signalled Lanes (%):	48.7	Total Delay for Signalled Lanes (pcuHr):	7.36	Cycle Time (s): 60
C1	Stream: 5 PRC for Signalled Lanes (%):	111.5	Total Delay for Signalled Lanes (pcuHr):	0.58	Cycle Time (s): 60
	PRC Over All Lanes (%):	19.3	Total Delay Over All Lanes(pcuHr):	34.17	

Full Input Data And Results

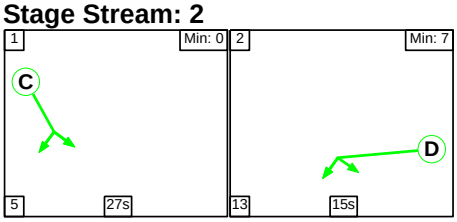
Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

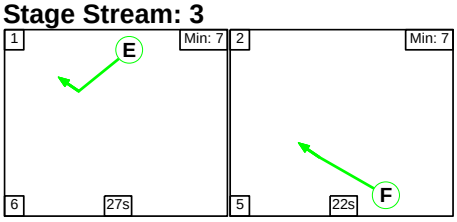
Stage Stream: 1



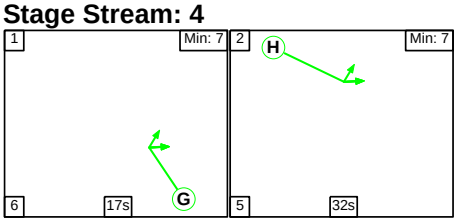
Stage Stream: 2



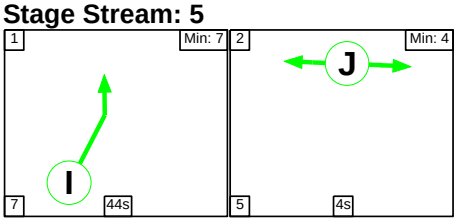
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	16	29
Change Point	0	22

Stage Stream: 2

Stage	1	2
Duration	27	15
Change Point	0	32

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	27	22
Change Point	40	13

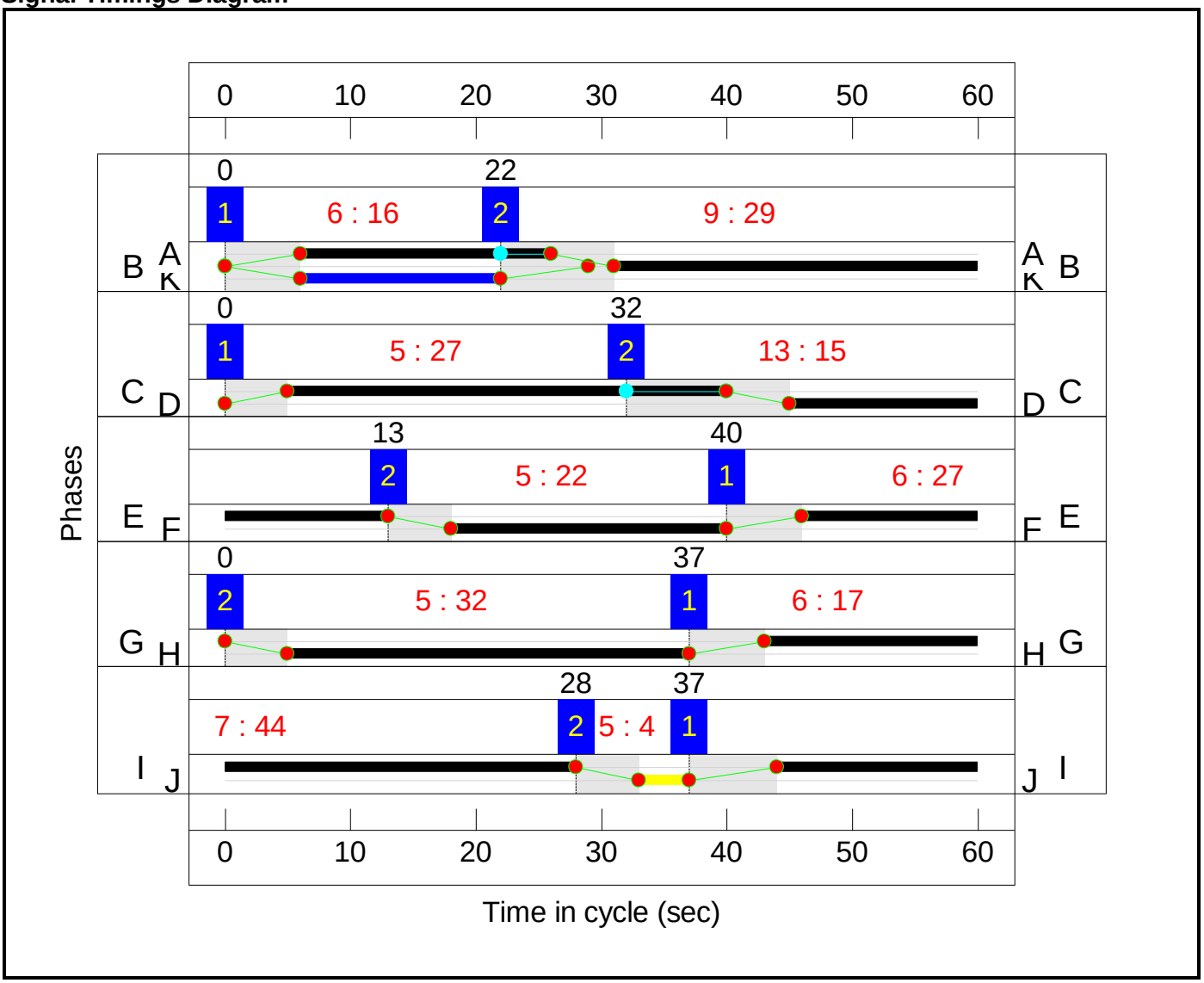
Stage Stream: 4

Stage	1	2
Duration	17	32
Change Point	37	0

Stage Stream: 5

Stage	1	2
Duration	44	4
Change Point	37	28

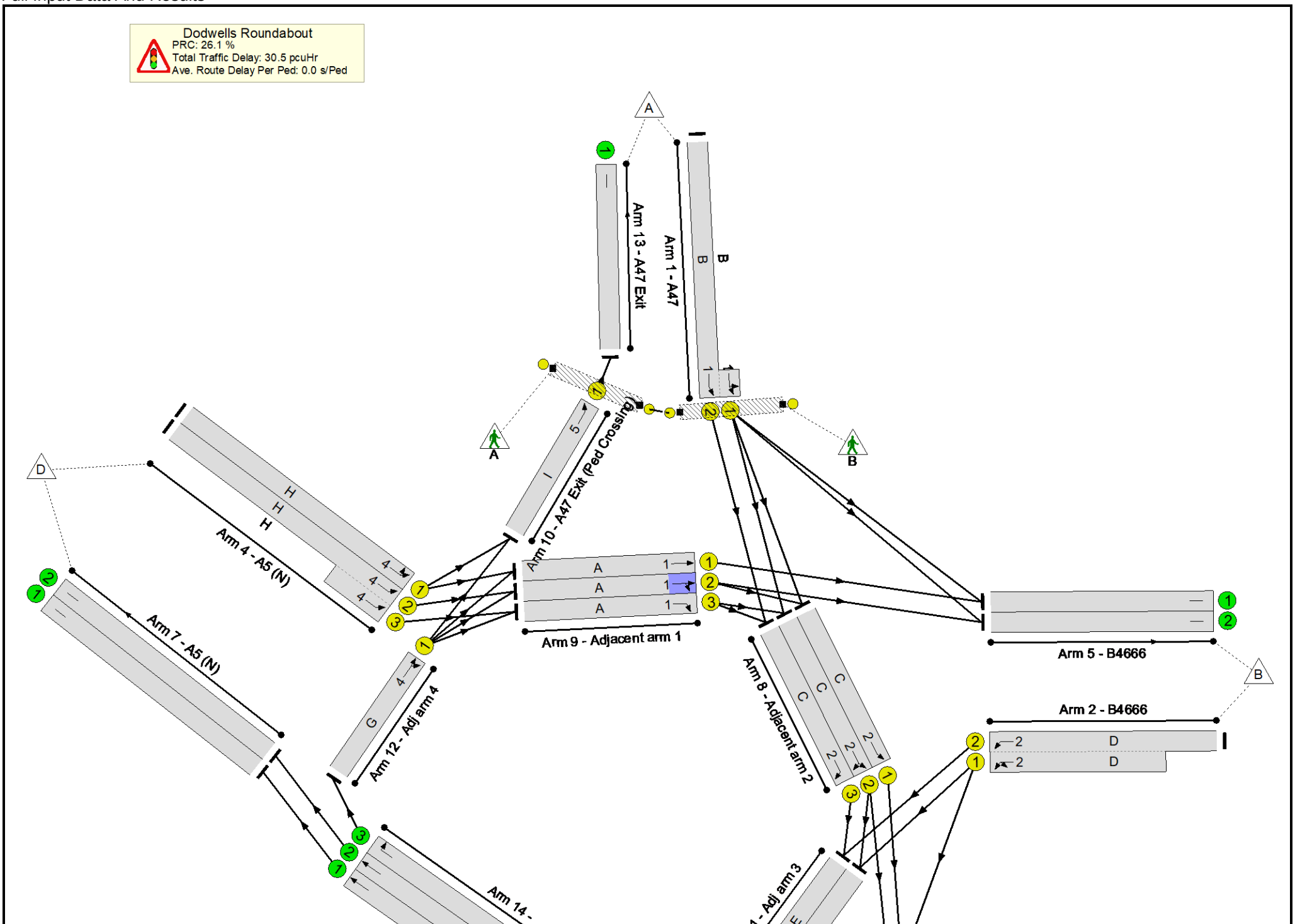
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.4%**
Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.4%**
1/2+1/1	A47 Left Ahead	U	1	N/A	B		1	29	-	732	1980:1956	322+703	71.4 : 71.4%
2/2+2/1	B4666 U-Turn Left	U	2	N/A	D		1	15	-	675	2025:1900	540+507	59.4 : 69.9%
3/1+3/2	A5 (S) Ahead	U	3	N/A	F		1	22	-	986	2035:2035	780+780	63.2 : 63.2%
4/1	A5 (N) Ahead Left	U	4	N/A	H		1	32	-	655	1969	1083	60.5%
4/2+4/3	A5 (N) Ahead	U	4	N/A	H		1	32	-	850	2015:2015	712+680	61.1 : 61.1%
5/1	B4666	U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
5/2	B4666	U	N/A	N/A	-		-	-	-	93	Inf	Inf	0.0%
6/1	A5 (S)	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
6/2	A5 (S)	U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
7/1	A5 (N)	U	N/A	N/A	-		-	-	-	975	Inf	Inf	0.0%
7/2	A5 (N)	U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
8/1	Adjacent arm 2 Ahead	U	2	N/A	C		1	35	-	588	2065	1239	47.5%
8/2	Adjacent arm 2 Ahead Right	U	2	N/A	C		1	35	-	632	2030	1218	51.9%
8/3	Adjacent arm 2 Right	U	2	N/A	C		1	35	-	231	1960	1176	19.6%
9/1	Adjacent arm 1 Ahead	U	1	N/A	A		1	20	-	350	2015	705	49.6%
9/2	Adjacent arm 1 Ahead Right	U	1	N/A	A		1	20	-	438	1952	683	64.1%
9/3	Adjacent arm 1 Right	U	1	N/A	A		1	20	-	417	1905	667	62.5%

Full Input Data And Results

10/1	A47 Exit (Ped Crossing) Ahead	U	5	N/A	I		1	44	-	638	2115	1586	40.2%
11/1	Adj arm 3 Right	U	3	N/A	E		1	27	-	482	2065	964	50.0%
11/2	Adj arm 3 Right	U	3	N/A	E		1	27	-	552	2065	964	57.3%
12/1	Adj arm 4 Right Ahead	U	4	N/A	G		1	17	-	338	2100	630	53.7%
13/1	A47 Exit	U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	975	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
14/3	Right	U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5	-	J		1	4	-	0	-	4800	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	K		1	16	-	0	-	19200	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: Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**20.6**	**9.9**	**0.0**	**30.5**	**-**	**-**	**-**	**-**
Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**20.6**	**9.9**	**0.0**	**30.5**	**-**	**-**	**-**	**-**
1/2+1/1	732	732	-	-	-	2.2	1.2	-	3.5 (1.1+2.4)	17.0 (16.9:17.1)	8.2	1.2	9.5
2/2+2/1	675	675	-	-	-	3.7	0.9	-	4.6 (2.1+2.4)	24.3 (24.0:24.6)	5.3	0.9	6.2
3/1+3/2	986	986	-	-	-	4.1	0.9	-	5.0 (2.5+2.5)	18.2 (18.2:18.2)	6.6	0.9	7.4
4/1	655	655	-	-	-	1.7	0.8	-	2.4	13.3	7.3	0.8	8.0
4/2+4/3	850	850	-	-	-	1.8	0.8	-	2.6 (1.3+1.3)	11.0 (11.1:11.0)	4.1	0.8	4.9
5/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	975	975	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	588	588	-	-	-	0.7	0.5	-	1.1	6.8	2.4	0.5	2.9
8/2	632	632	-	-	-	0.7	0.5	-	1.3	7.2	2.6	0.5	3.2
8/3	231	231	-	-	-	0.8	0.1	-	0.9	13.9	2.8	0.1	2.9
9/1	350	350	-	-	-	1.0	0.5	-	1.5	15.1	2.3	0.5	2.8
9/2	438	438	-	-	-	1.1	0.9	-	2.0	16.3	2.0	0.9	2.9
9/3	417	417	-	-	-	1.0	0.8	-	1.9	16.1	2.2	0.8	3.0
10/1	638	638	-	-	-	0.2	0.3	-	0.5	3.1	1.3	0.3	1.6
11/1	482	482	-	-	-	0.2	0.5	-	0.7	5.2	1.1	0.5	1.6
11/2	552	552	-	-	-	0.3	0.7	-	0.9	6.1	1.4	0.7	2.0
12/1	338	338	-	-	-	1.1	0.6	-	1.7	18.0	5.3	0.6	5.9

Full Input Data And Results

13/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	975	975	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/3	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

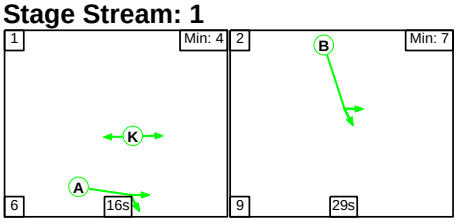
C1	Stream: 1 PRC for Signalled Lanes (%):	26.1	Total Delay for Signalled Lanes (pcuHr):	8.78	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	28.8	Total Delay for Signalled Lanes (pcuHr):	7.85	Cycle Time (s): 60
C1	Stream: 3 PRC for Signalled Lanes (%):	42.4	Total Delay for Signalled Lanes (pcuHr):	6.61	Cycle Time (s): 60
C1	Stream: 4 PRC for Signalled Lanes (%):	47.4	Total Delay for Signalled Lanes (pcuHr):	6.71	Cycle Time (s): 60
C1	Stream: 5 PRC for Signalled Lanes (%):	123.8	Total Delay for Signalled Lanes (pcuHr):	0.54	Cycle Time (s): 60
	PRC Over All Lanes (%):	26.1	Total Delay Over All Lanes(pcuHr):	30.49	

Full Input Data And Results

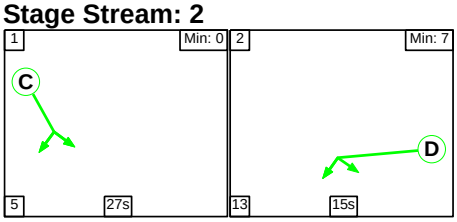
Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

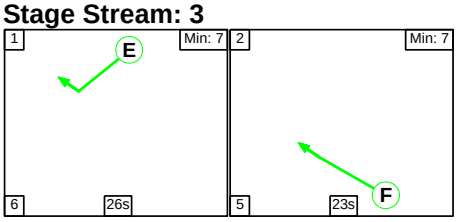
Stage Stream: 1



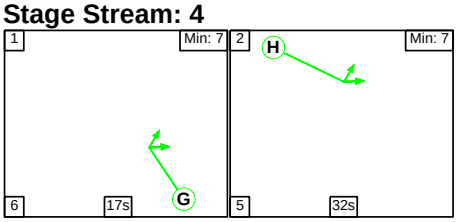
Stage Stream: 2



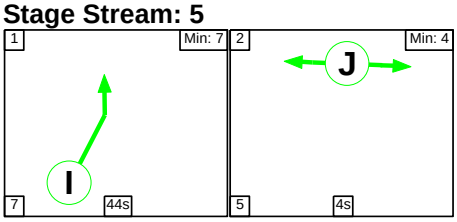
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	16	29
Change Point	0	22

Stage Stream: 2

Stage	1	2
Duration	27	15
Change Point	41	13

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	26	23
Change Point	24	56

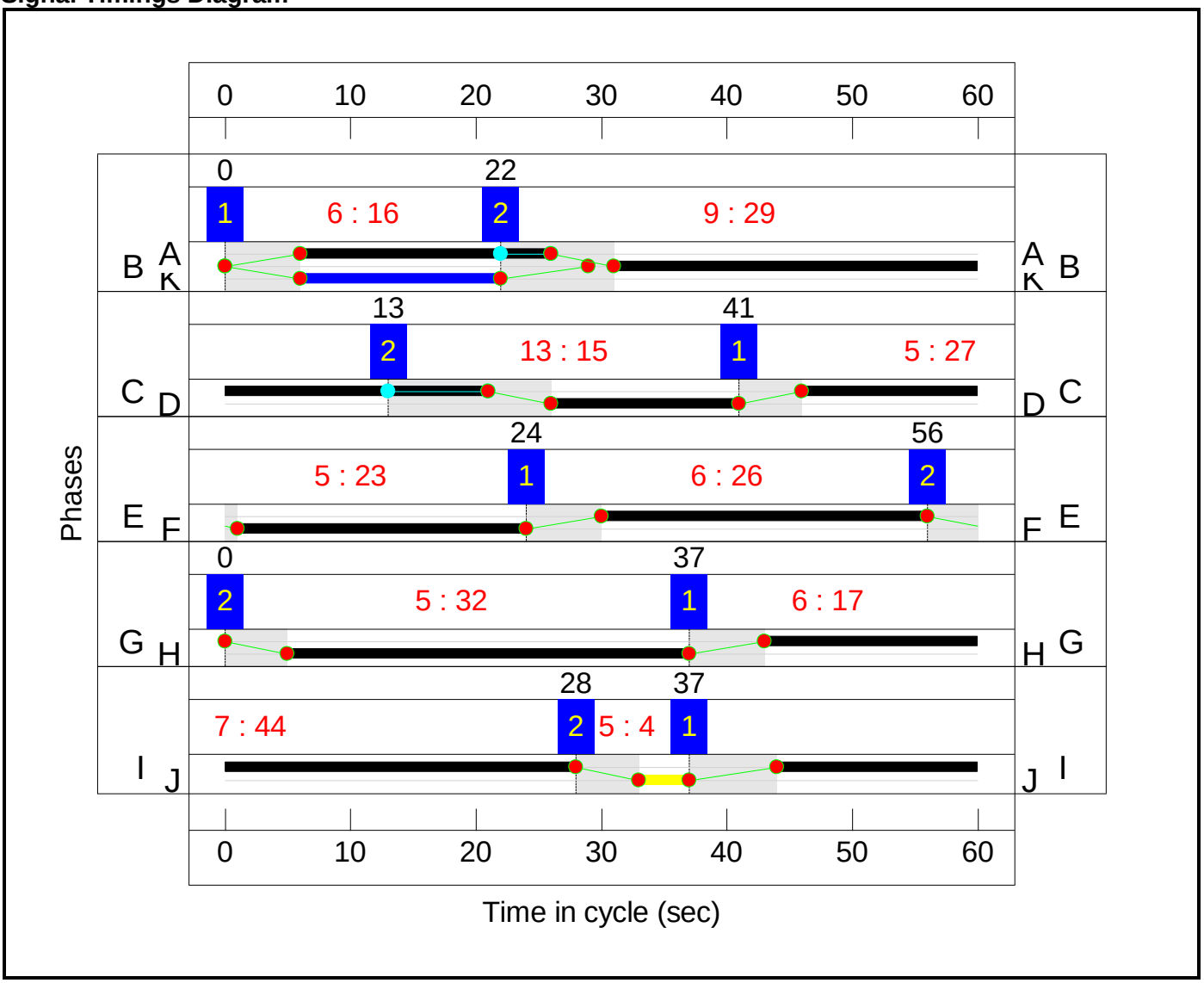
Stage Stream: 4

Stage	1	2
Duration	17	32
Change Point	37	0

Stage Stream: 5

Stage	1	2
Duration	44	4
Change Point	37	28

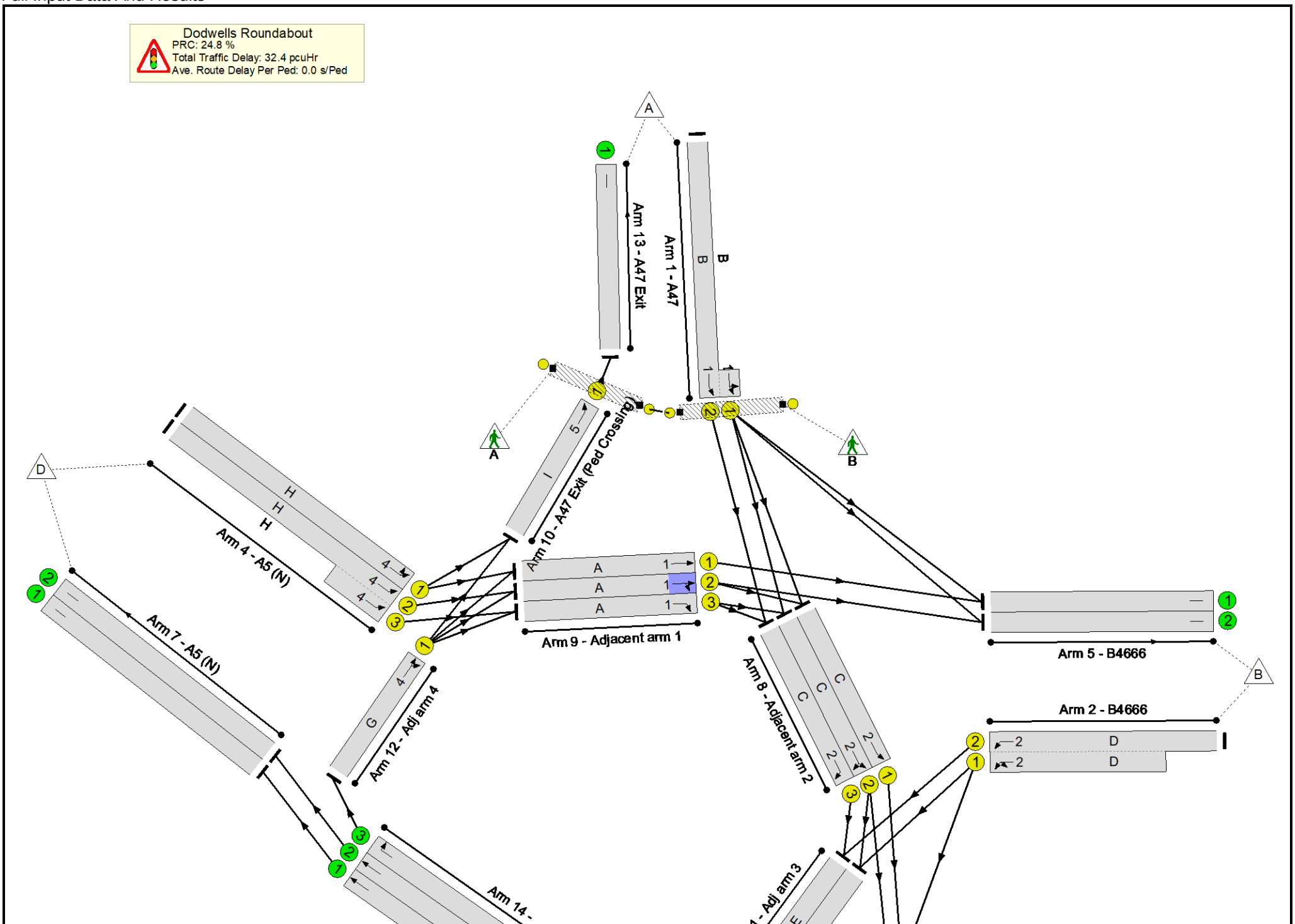
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.1%**
Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.1%**
1/2+1/1	A47 Left Ahead	U	1	N/A	B		1	29	-	756	1980:1955	411+638	72.1 : 72.1%
2/2+2/1	B4666 U-Turn Left	U	2	N/A	D		1	15	-	633	2025:1914	427+510	66.6 : 68.4%
3/1+3/2	A5 (S) Ahead	U	3	N/A	F		1	23	-	1164	2035:2035	814+814	71.5 : 71.5%
4/1	A5 (N) Ahead Left	U	4	N/A	H		1	32	-	654	1970	1083	60.4%
4/2+4/3	A5 (N) Ahead	U	4	N/A	H		1	32	-	811	2015:2015	719+663	58.7 : 58.7%
5/1	B4666	U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
5/2	B4666	U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
6/1	A5 (S)	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
6/2	A5 (S)	U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
7/1	A5 (N)	U	N/A	N/A	-		-	-	-	982	Inf	Inf	0.0%
7/2	A5 (N)	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
8/1	Adjacent arm 2 Ahead	U	2	N/A	C		1	35	-	513	2065	1239	41.4%
8/2	Adjacent arm 2 Ahead Right	U	2	N/A	C		1	35	-	558	2035	1221	45.7%
8/3	Adjacent arm 2 Right	U	2	N/A	C		1	35	-	297	1960	1176	25.3%
9/1	Adjacent arm 1 Ahead	U	1	N/A	A		1	20	-	369	2015	705	52.3%
9/2	Adjacent arm 1 Ahead Right	U	1	N/A	A		1	20	-	422	1963	687	61.4%
9/3	Adjacent arm 1 Right	U	1	N/A	A		1	20	-	391	1905	667	58.6%

Full Input Data And Results

10/1	A47 Exit (Ped Crossing) Ahead	U	5	N/A	I		1	44	-	617	2115	1586	38.9%
11/1	Adj arm 3 Right	U	3	N/A	E		1	26	-	400	2065	929	43.0%
11/2	Adj arm 3 Right	U	3	N/A	E		1	26	-	581	2065	929	62.5%
12/1	Adj arm 4 Right Ahead	U	4	N/A	G		1	17	-	334	2098	629	53.1%
13/1	A47 Exit	U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	982	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
14/3	Right	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5	-	J		1	4	-	0	-	4800	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	K		1	16	-	0	-	19200	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: Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**22.3**	**10.1**	**0.0**	**32.4**	**-**	**-**	**-**	**-**
Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**22.3**	**10.1**	**0.0**	**32.4**	**-**	**-**	**-**	**-**
1/2+1/1	756	756	-	-	-	2.3	1.3	-	3.5 (1.4+2.2)	16.9 (16.8:16.9)	8.2	1.3	9.4
2/2+2/1	633	633	-	-	-	3.4	1.0	-	4.4 (1.9+2.5)	25.2 (24.7:25.6)	5.1	1.0	6.2
3/1+3/2	1164	1164	-	-	-	4.9	1.2	-	6.1 (3.1+3.1)	19.0 (19.0:19.0)	8.1	1.2	9.3
4/1	654	654	-	-	-	1.7	0.8	-	2.4	13.3	7.3	0.8	8.0
4/2+4/3	811	811	-	-	-	1.7	0.7	-	2.4 (1.3+1.2)	10.8 (10.8:10.7)	4.0	0.7	4.7
5/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	982	982	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	513	513	-	-	-	0.8	0.4	-	1.1	7.9	3.9	0.4	4.3
8/2	558	558	-	-	-	0.8	0.4	-	1.2	8.0	3.7	0.4	4.1
8/3	297	297	-	-	-	0.4	0.2	-	0.6	6.8	3.7	0.2	3.8
9/1	369	369	-	-	-	1.1	0.5	-	1.6	15.8	2.6	0.5	3.1
9/2	422	422	-	-	-	1.0	0.8	-	1.8	15.6	1.9	0.8	2.7
9/3	391	391	-	-	-	1.0	0.7	-	1.7	15.4	1.8	0.7	2.5
10/1	617	617	-	-	-	0.2	0.3	-	0.5	3.0	1.3	0.3	1.6
11/1	400	400	-	-	-	0.4	0.4	-	0.8	6.9	1.9	0.4	2.3
11/2	581	581	-	-	-	0.8	0.8	-	1.6	10.2	5.5	0.8	6.3
12/1	334	334	-	-	-	1.9	0.6	-	2.4	26.3	5.3	0.6	5.9

Full Input Data And Results

13/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	982	982	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/3	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

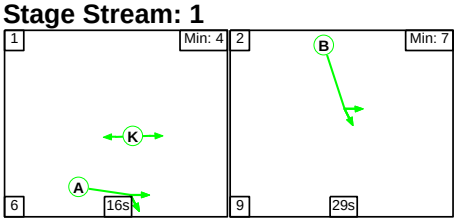
C1	Stream: 1 PRC for Signalled Lanes (%):	24.8	Total Delay for Signalled Lanes (pcuHr):	8.67	Cycle Time (s):	60		
C1	Stream: 2 PRC for Signalled Lanes (%):	31.6	Total Delay for Signalled Lanes (pcuHr):	7.36	Cycle Time (s):	60		
C1	Stream: 3 PRC for Signalled Lanes (%):	25.9	Total Delay for Signalled Lanes (pcuHr):	8.56	Cycle Time (s):	60		
C1	Stream: 4 PRC for Signalled Lanes (%):	49.1	Total Delay for Signalled Lanes (pcuHr):	7.27	Cycle Time (s):	60		
C1	Stream: 5 PRC for Signalled Lanes (%):	131.4	Total Delay for Signalled Lanes (pcuHr):	0.52	Cycle Time (s):	60		
	PRC Over All Lanes (%):	24.8	Total Delay Over All Lanes(pcuHr):	32.38				

Full Input Data And Results

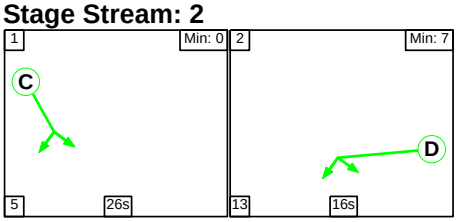
Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

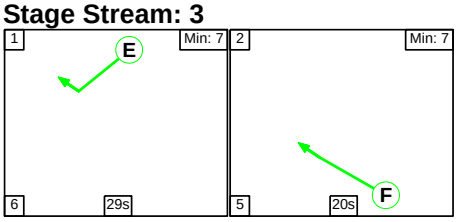
Stage Stream: 1



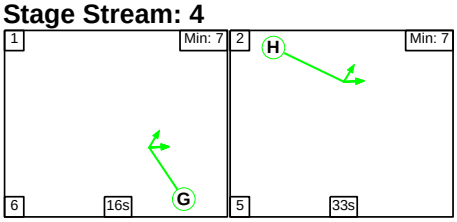
Stage Stream: 2



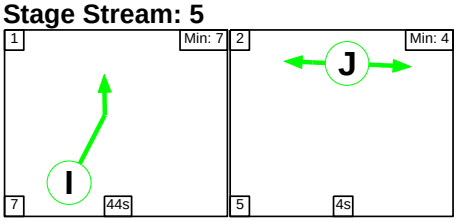
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	16	29
Change Point	0	22

Stage Stream: 2

Stage	1	2
Duration	26	16
Change Point	2	33

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	29	20
Change Point	30	5

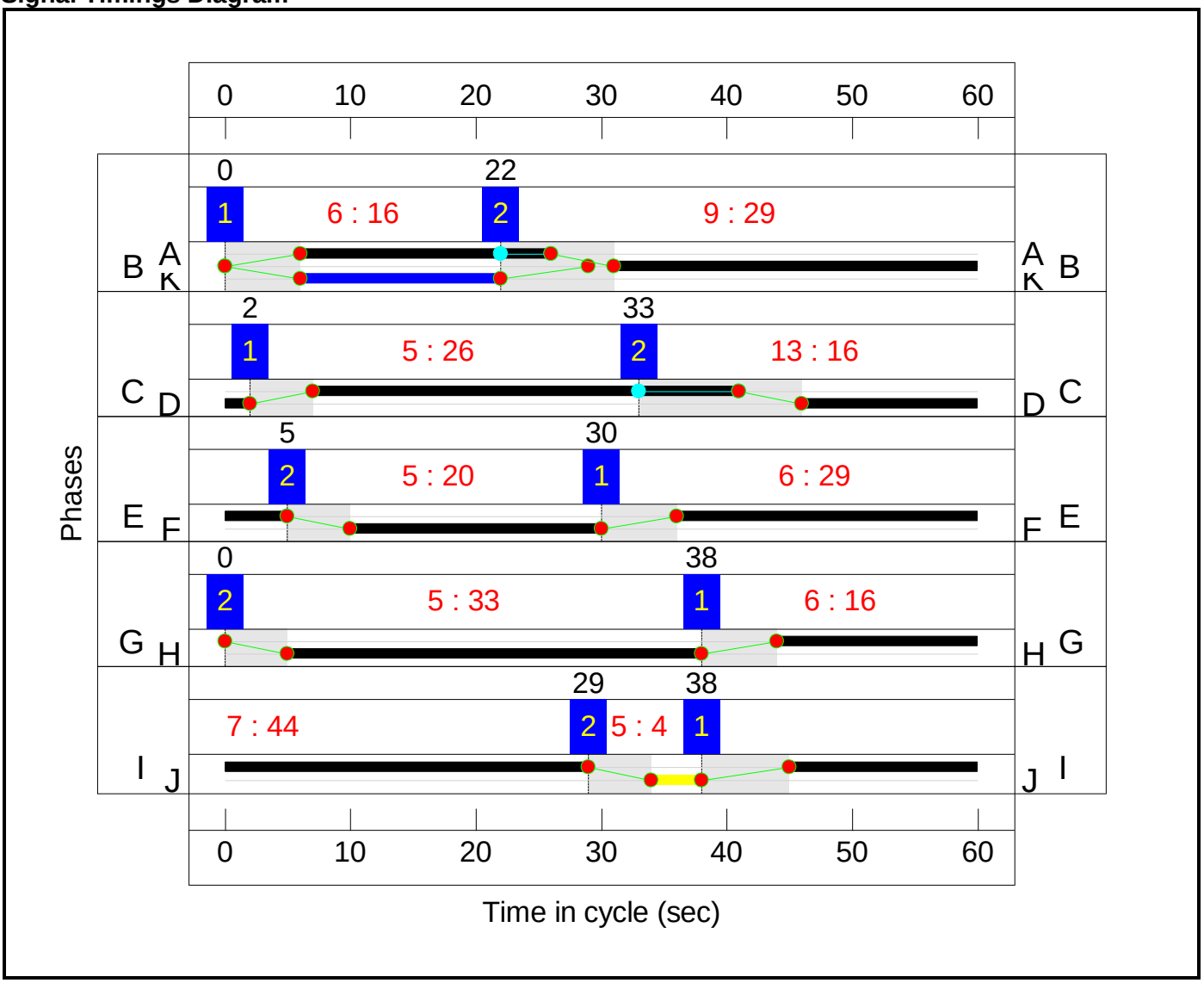
Stage Stream: 4

Stage	1	2
Duration	16	33
Change Point	38	0

Stage Stream: 5

Stage	1	2
Duration	44	4
Change Point	38	29

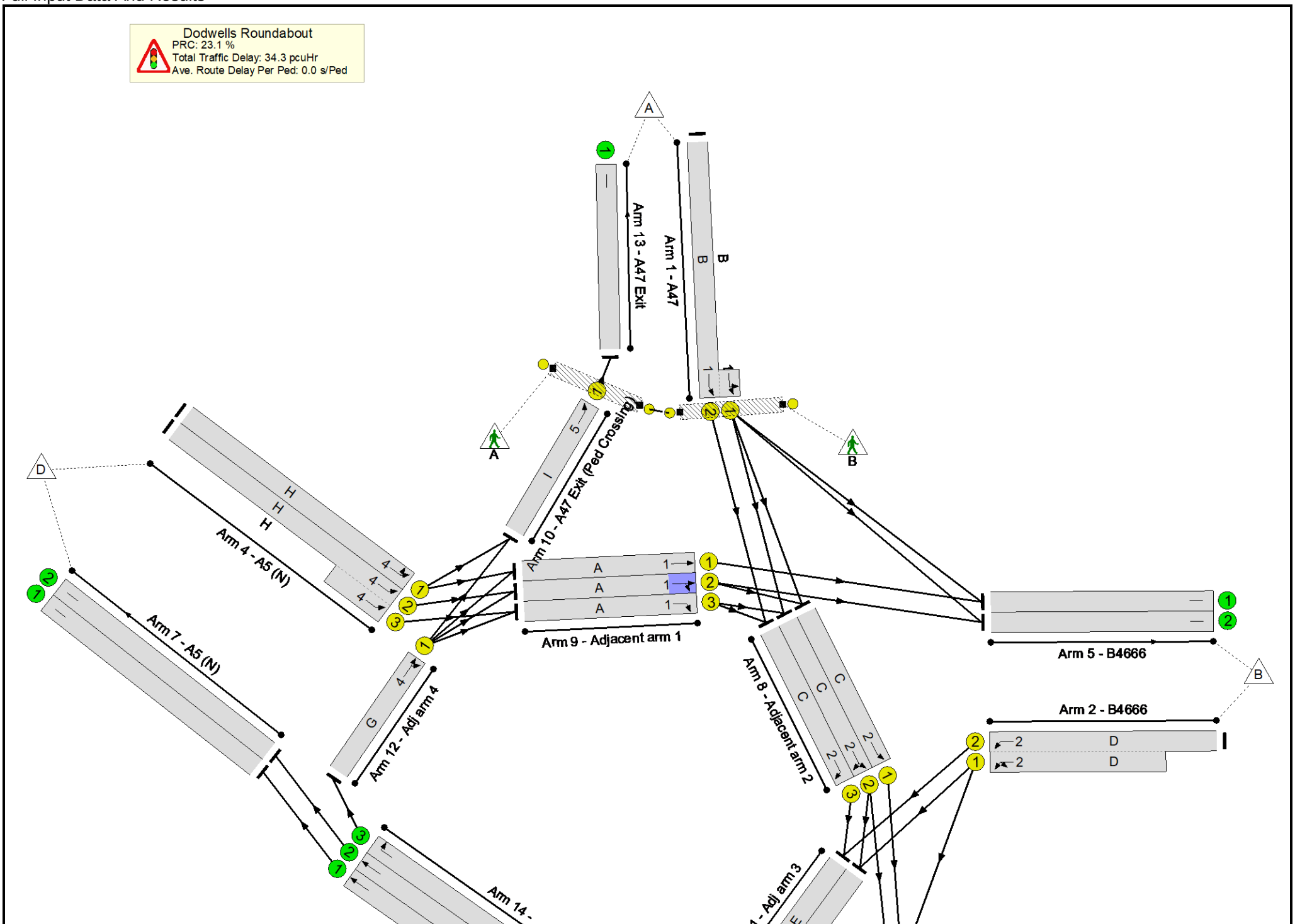
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.1%**
Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.1%**
1/2+1/1	A47 Left Ahead	U	1	N/A	B		1	29	-	764	1980:1954	398+647	73.1 : 73.1%
2/2+2/1	B4666 U-Turn Left	U	2	N/A	D		1	16	-	679	2025:1899	514+538	59.7 : 69.1%
3/1+3/2	A5 (S) Ahead	U	3	N/A	F		1	20	-	999	2035:2035	712+712	70.1 : 70.2%
4/1	A5 (N) Ahead Left	U	4	N/A	H		1	33	-	683	1966	1114	61.3%
4/2+4/3	A5 (N) Ahead	U	4	N/A	H		1	33	-	852	2015:2015	728+701	59.6 : 59.6%
5/1	B4666	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
5/2	B4666	U	N/A	N/A	-		-	-	-	104	Inf	Inf	0.0%
6/1	A5 (S)	U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%
6/2	A5 (S)	U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
7/1	A5 (N)	U	N/A	N/A	-		-	-	-	961	Inf	Inf	0.0%
7/2	A5 (N)	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
8/1	Adjacent arm 2 Ahead	U	2	N/A	C		1	34	-	578	2065	1205	48.0%
8/2	Adjacent arm 2 Ahead Right	U	2	N/A	C		1	34	-	604	2035	1187	50.9%
8/3	Adjacent arm 2 Right	U	2	N/A	C		1	34	-	291	1960	1143	25.5%
9/1	Adjacent arm 1 Ahead	U	1	N/A	A		1	20	-	334	2015	705	47.4%
9/2	Adjacent arm 1 Ahead Right	U	1	N/A	A		1	20	-	437	1953	684	63.9%
9/3	Adjacent arm 1 Right	U	1	N/A	A		1	20	-	420	1905	667	63.0%

Full Input Data And Results

10/1	A47 Exit (Ped Crossing) Ahead	U	5	N/A	I		1	44	-	706	2115	1586	44.5%
11/1	Adj arm 3 Right	U	3	N/A	E		1	29	-	462	2065	1032	44.7%
11/2	Adj arm 3 Right	U	3	N/A	E		1	29	-	598	2065	1032	57.9%
12/1	Adj arm 4 Right Ahead	U	4	N/A	G		1	16	-	362	2101	595	60.8%
13/1	A47 Exit	U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	961	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
14/3	Right	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5	-	J		1	4	-	0	-	4800	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	K		1	16	-	0	-	19200	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: Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**23.8**	**10.5**	**0.0**	**34.3**	**-**	**-**	**-**	**-**
Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**23.8**	**10.5**	**0.0**	**34.3**	**-**	**-**	**-**	**-**
1/2+1/1	764	764	-	-	-	2.3	1.3	-	3.7 (1.4+2.3)	17.2 (17.1:17.3)	8.3	1.3	9.7
2/2+2/1	679	679	-	-	-	3.5	0.9	-	4.4 (2.0+2.5)	23.5 (23.0:24.0)	5.5	0.9	6.4
3/1+3/2	999	999	-	-	-	4.7	1.2	-	5.8 (2.9+2.9)	21.0 (21.0:21.0)	7.1	1.2	8.3
4/1	683	683	-	-	-	1.6	0.8	-	2.4	12.8	7.4	0.8	8.2
4/2+4/3	852	852	-	-	-	1.7	0.7	-	2.4 (1.2+1.2)	10.3 (10.3:10.2)	4.0	0.7	4.7
5/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	104	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	961	961	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	578	578	-	-	-	0.7	0.5	-	1.1	7.0	2.5	0.5	2.9
8/2	604	604	-	-	-	0.6	0.5	-	1.1	6.7	2.3	0.5	2.8
8/3	291	291	-	-	-	1.0	0.2	-	1.2	14.6	3.3	0.2	3.4
9/1	334	334	-	-	-	0.9	0.4	-	1.4	15.1	2.3	0.4	2.8
9/2	437	437	-	-	-	1.1	0.9	-	2.0	16.7	2.4	0.9	3.3
9/3	420	420	-	-	-	1.1	0.8	-	1.9	16.6	2.7	0.8	3.5
10/1	706	706	-	-	-	0.2	0.4	-	0.6	3.2	1.4	0.4	1.8
11/1	462	462	-	-	-	0.8	0.4	-	1.2	9.6	2.0	0.4	2.4
11/2	598	598	-	-	-	1.4	0.7	-	2.1	12.8	4.4	0.7	5.0
12/1	362	362	-	-	-	2.0	0.8	-	2.8	27.4	6.0	0.8	6.8

Full Input Data And Results

13/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	961	961	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/3	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

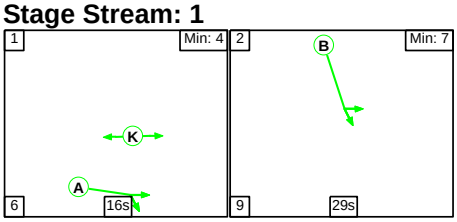
C1	Stream: 1 PRC for Signalled Lanes (%):	23.1	Total Delay for Signalled Lanes (pcuHr):	9.02	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	30.2	Total Delay for Signalled Lanes (pcuHr):	7.86	Cycle Time (s): 60
C1	Stream: 3 PRC for Signalled Lanes (%):	28.2	Total Delay for Signalled Lanes (pcuHr):	9.19	Cycle Time (s): 60
C1	Stream: 4 PRC for Signalled Lanes (%):	46.8	Total Delay for Signalled Lanes (pcuHr):	7.62	Cycle Time (s): 60
C1	Stream: 5 PRC for Signalled Lanes (%):	102.2	Total Delay for Signalled Lanes (pcuHr):	0.63	Cycle Time (s): 60
	PRC Over All Lanes (%):	23.1	Total Delay Over All Lanes(pcuHr):	34.32	

Full Input Data And Results

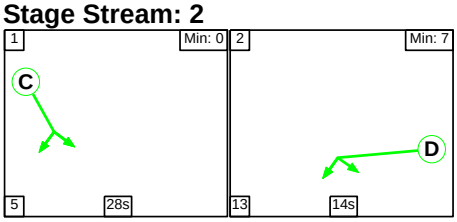
Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

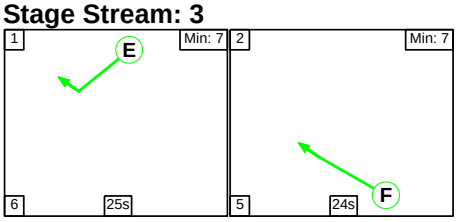
Stage Stream: 1



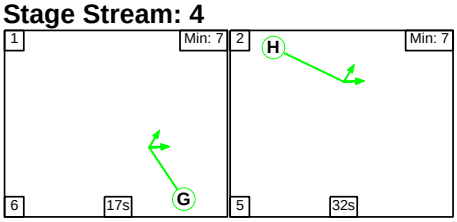
Stage Stream: 2



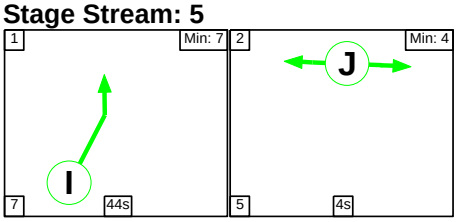
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	16	29
Change Point	0	22

Stage Stream: 2

Stage	1	2
Duration	28	14
Change Point	42	15

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	25	24
Change Point	25	56

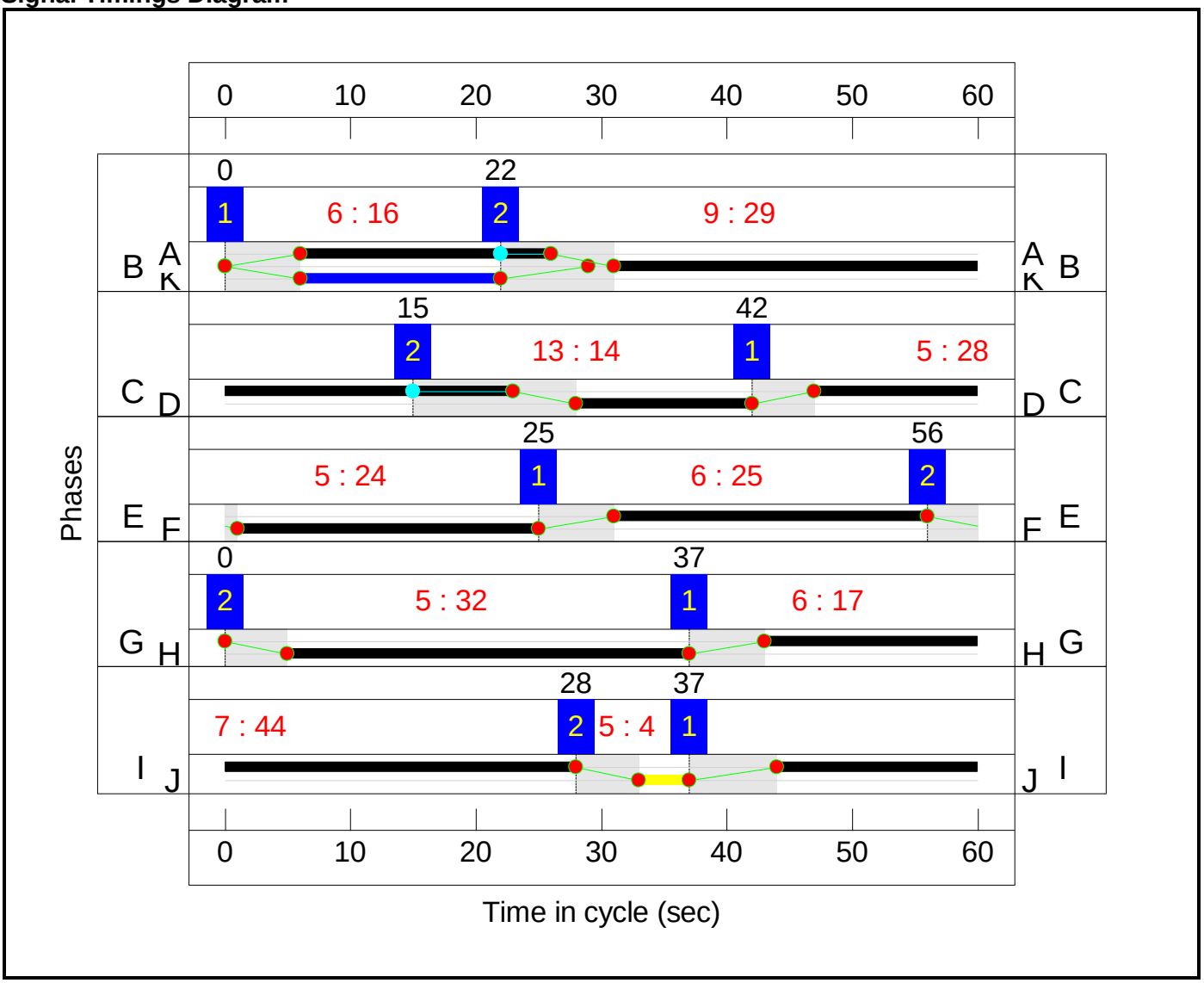
Stage Stream: 4

Stage	1	2
Duration	17	32
Change Point	37	0

Stage Stream: 5

Stage	1	2
Duration	44	4
Change Point	37	28

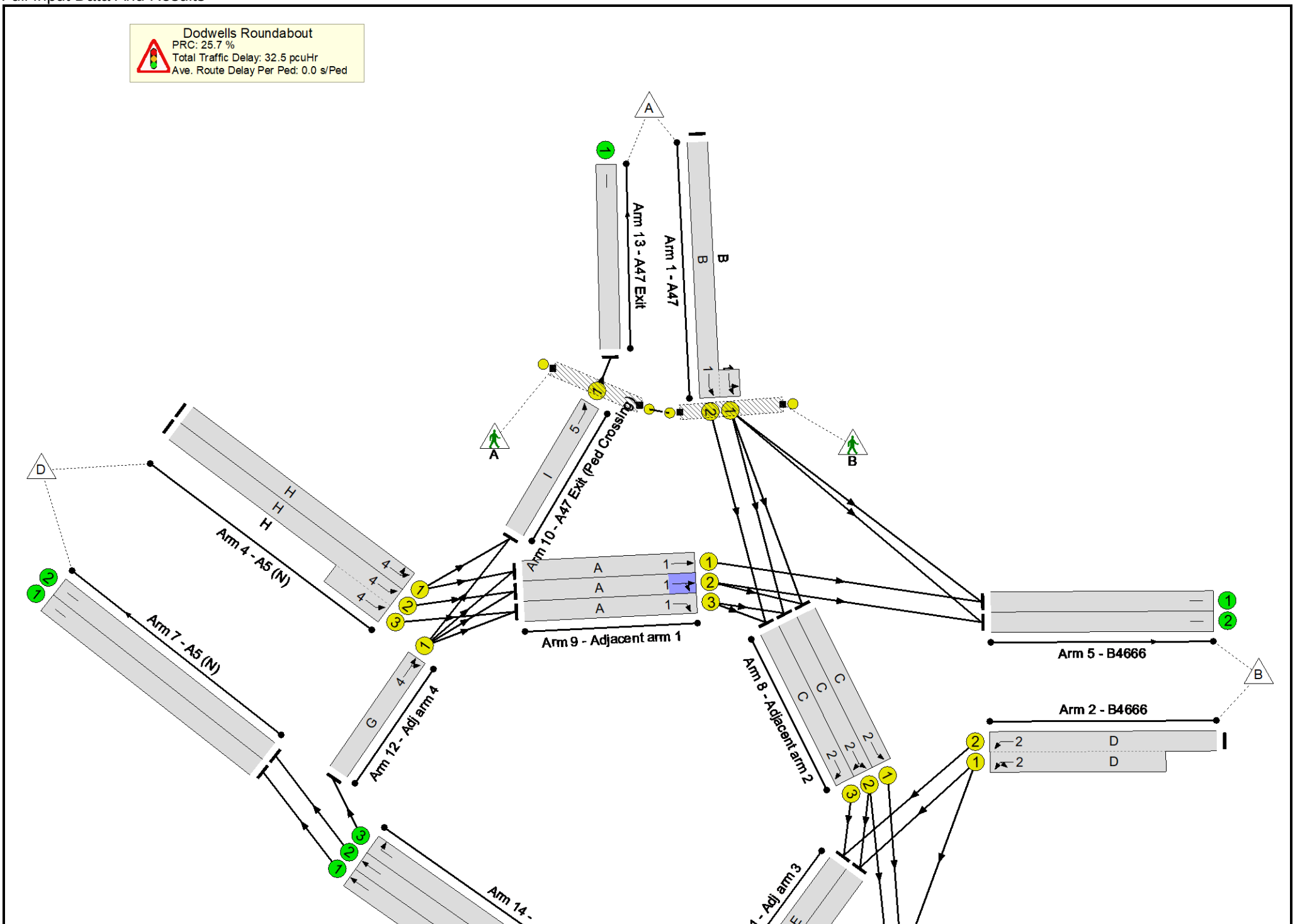
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.6%**
Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.6%**
1/2+1/1	A47 Left Ahead	U	1	N/A	B		1	29	-	740	1980:1955	414+635	70.5 : 70.5%
2/2+2/1	B4666 U-Turn Left	U	2	N/A	D		1	14	-	617	2025:1912	393+478	70.3 : 71.3%
3/1+3/2	A5 (S) Ahead	U	3	N/A	F		1	24	-	1214	2035:2035	848+848	71.6 : 71.6%
4/1	A5 (N) Ahead Left	U	4	N/A	H		1	32	-	667	1967	1082	61.7%
4/2+4/3	A5 (N) Ahead	U	4	N/A	H		1	32	-	815	2015:2015	722+656	59.1 : 59.1%
5/1	B4666	U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
5/2	B4666	U	N/A	N/A	-		-	-	-	186	Inf	Inf	0.0%
6/1	A5 (S)	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
6/2	A5 (S)	U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
7/1	A5 (N)	U	N/A	N/A	-		-	-	-	1010	Inf	Inf	0.0%
7/2	A5 (N)	U	N/A	N/A	-		-	-	-	823	Inf	Inf	0.0%
8/1	Adjacent arm 2 Ahead	U	2	N/A	C		1	36	-	484	2065	1273	38.0%
8/2	Adjacent arm 2 Ahead Right	U	2	N/A	C		1	36	-	554	2033	1254	44.2%
8/3	Adjacent arm 2 Right	U	2	N/A	C		1	36	-	293	1960	1209	24.2%
9/1	Adjacent arm 1 Ahead	U	1	N/A	A		1	20	-	348	2015	705	49.3%
9/2	Adjacent arm 1 Ahead Right	U	1	N/A	A		1	20	-	427	1967	688	62.0%
9/3	Adjacent arm 1 Right	U	1	N/A	A		1	20	-	390	1905	667	58.5%

Full Input Data And Results

10/1	A47 Exit (Ped Crossing) Ahead	U	5	N/A	I		1	44	-	670	2115	1586	42.2%
11/1	Adj arm 3 Right	U	3	N/A	E		1	25	-	403	2065	895	45.0%
11/2	Adj arm 3 Right	U	3	N/A	E		1	25	-	569	2065	895	63.6%
12/1	Adj arm 4 Right Ahead	U	4	N/A	G		1	17	-	353	2098	629	56.1%
13/1	A47 Exit	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	1010	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	823	Inf	Inf	0.0%
14/3	Right	U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5	-	J		1	4	-	0	-	4800	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	K		1	16	-	0	-	19200	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: Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**22.2**	**10.3**	**0.0**	**32.5**	**-**	**-**	**-**	**-**
Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**22.2**	**10.3**	**0.0**	**32.5**	**-**	**-**	**-**	**-**
1/2+1/1	740	740	-	-	-	2.2	1.2	-	3.4 (1.3+2.0)	16.4 (16.3:16.5)	7.7	1.2	8.9
2/2+2/1	617	617	-	-	-	3.4	1.2	-	4.6 (2.0+2.6)	27.1 (26.6:27.6)	5.1	1.2	6.3
3/1+3/2	1214	1214	-	-	-	4.9	1.3	-	6.2 (3.1+3.1)	18.3 (18.3:18.3)	8.3	1.3	9.5
4/1	667	667	-	-	-	1.7	0.8	-	2.5	13.5	7.4	0.8	8.2
4/2+4/3	815	815	-	-	-	1.7	0.7	-	2.4 (1.3+1.2)	10.8 (10.9:10.7)	4.0	0.7	4.8
5/1	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1010	1010	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	484	484	-	-	-	0.6	0.3	-	0.9	6.7	3.4	0.3	3.7
8/2	554	554	-	-	-	0.6	0.4	-	1.0	6.7	3.2	0.4	3.6
8/3	293	293	-	-	-	0.5	0.2	-	0.6	7.6	3.8	0.2	4.0
9/1	348	348	-	-	-	1.0	0.5	-	1.5	15.5	2.5	0.5	3.0
9/2	427	427	-	-	-	1.1	0.8	-	1.9	15.7	1.9	0.8	2.8
9/3	390	390	-	-	-	1.0	0.7	-	1.7	15.4	1.8	0.7	2.5
10/1	670	670	-	-	-	0.2	0.4	-	0.6	3.2	1.4	0.4	1.7
11/1	403	403	-	-	-	0.4	0.4	-	0.8	7.3	1.3	0.4	1.7
11/2	569	569	-	-	-	0.9	0.9	-	1.8	11.5	5.6	0.9	6.4
12/1	353	353	-	-	-	2.0	0.6	-	2.6	26.5	5.6	0.6	6.2

Full Input Data And Results

13/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1010	1010	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/3	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

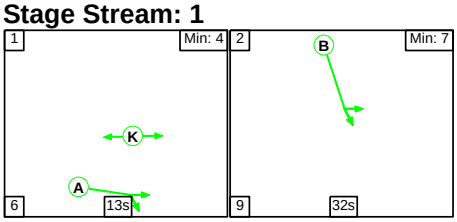
C1	Stream: 1 PRC for Signalled Lanes (%):	27.7	Total Delay for Signalled Lanes (pcuHr):	8.40	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	26.2	Total Delay for Signalled Lanes (pcuHr):	7.21	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	25.7	Total Delay for Signalled Lanes (pcuHr):	8.79	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	46.0	Total Delay for Signalled Lanes (pcuHr):	7.55	Cycle Time (s):	60
C1	Stream: 5 PRC for Signalled Lanes (%):	113.1	Total Delay for Signalled Lanes (pcuHr):	0.59	Cycle Time (s):	60
	PRC Over All Lanes (%):	25.7	Total Delay Over All Lanes(pcuHr):	32.54		

Full Input Data And Results

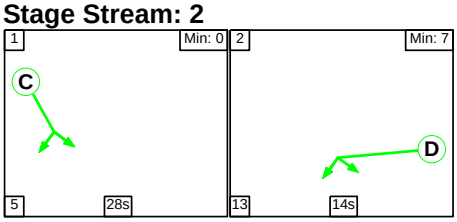
Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

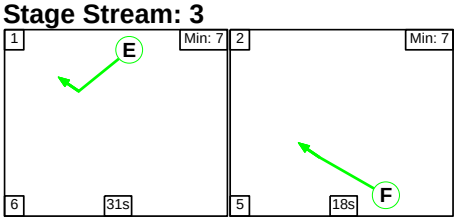
Stage Stream: 1



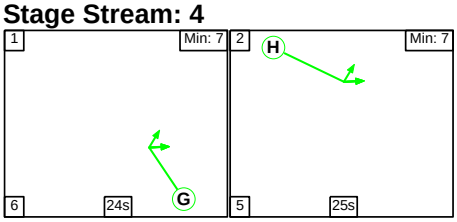
Stage Stream: 2



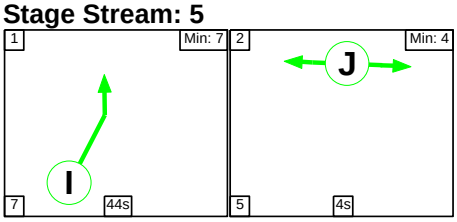
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	13	32
Change Point	0	19

Stage Stream: 2

Stage	1	2
Duration	28	14
Change Point	2	35

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	31	18
Change Point	47	24

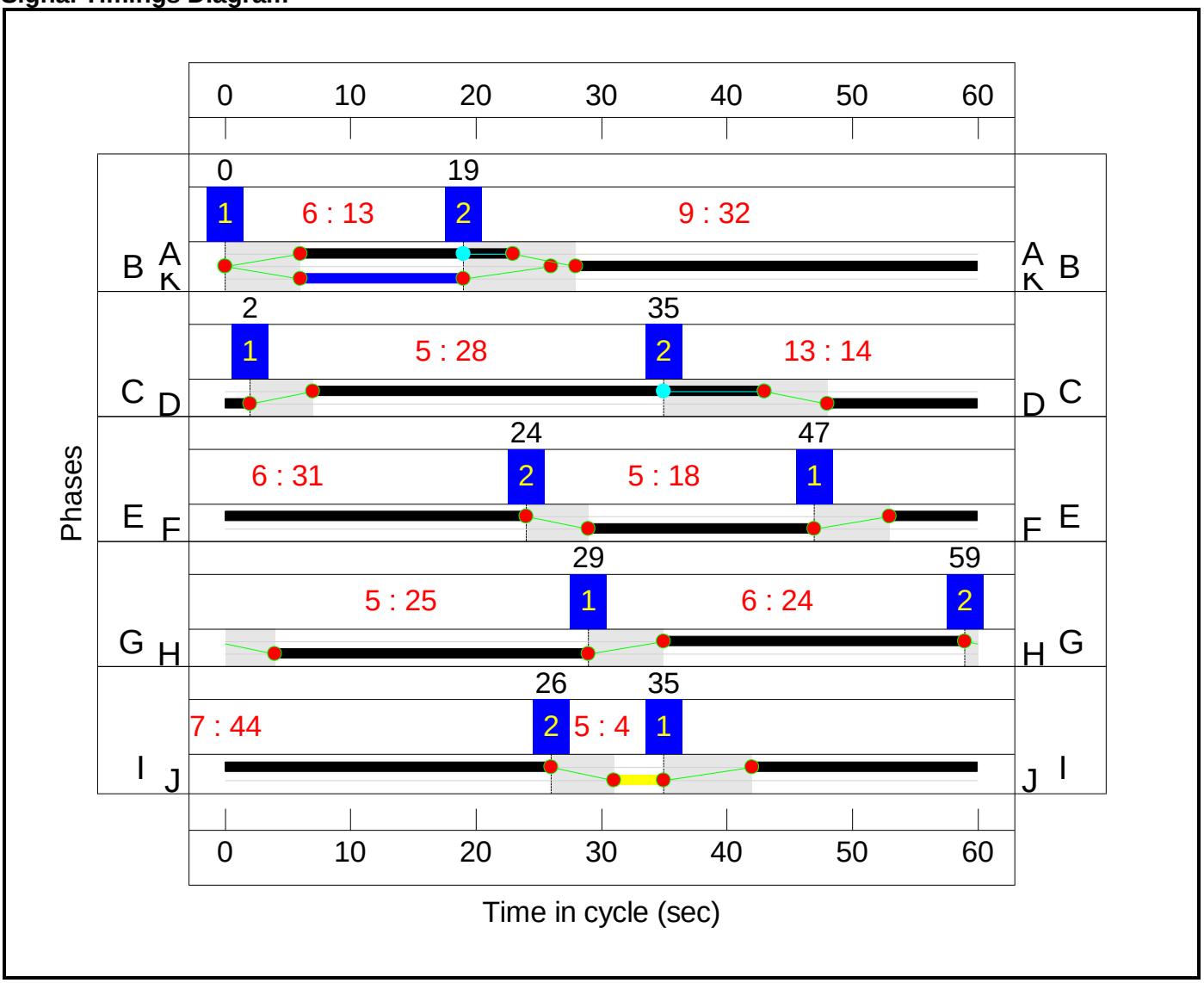
Stage Stream: 4

Stage	1	2
Duration	24	25
Change Point	29	59

Stage Stream: 5

Stage	1	2
Duration	44	4
Change Point	35	26

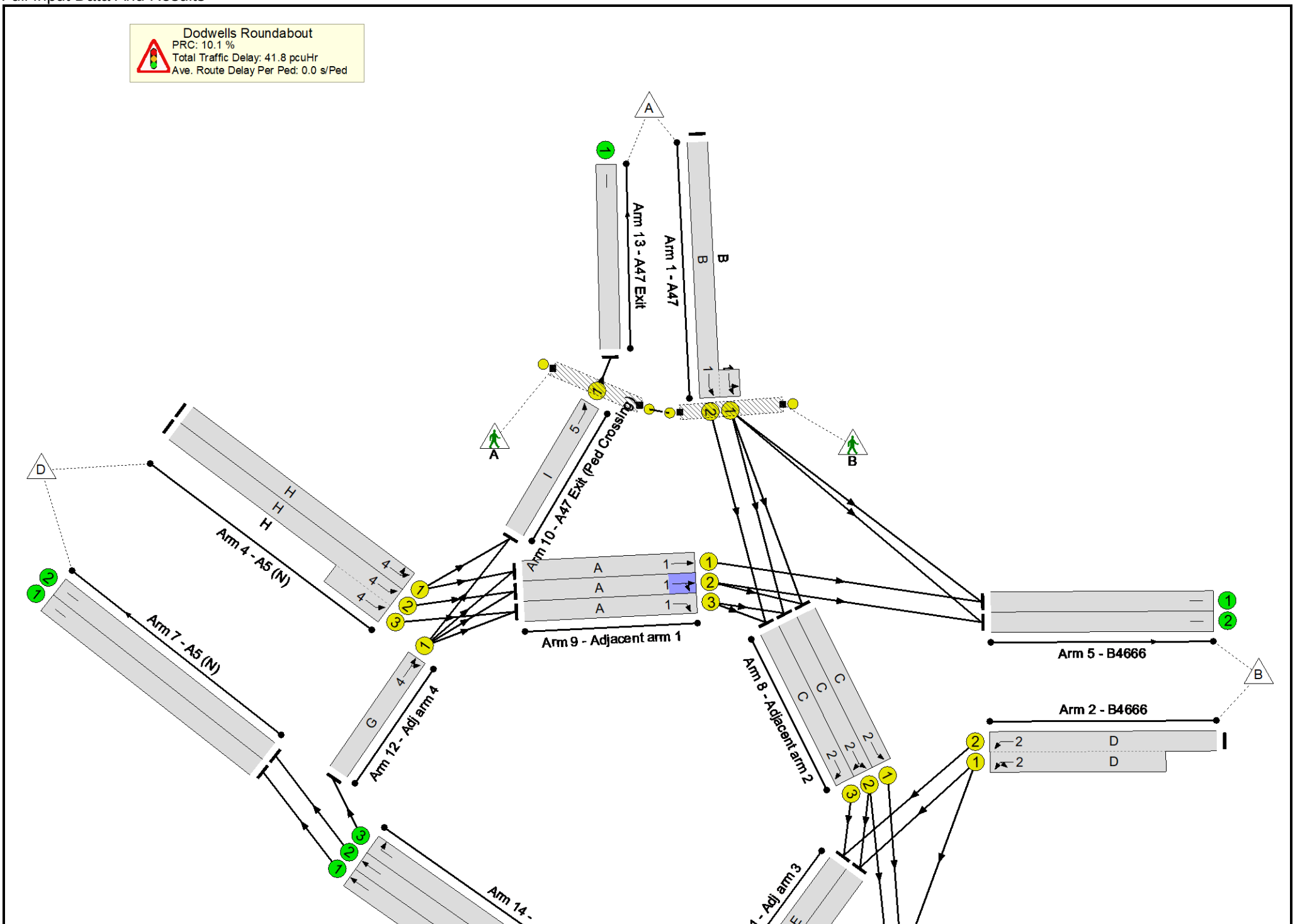
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.7%**
Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.7%**
1/2+1/1	A47 Left Ahead	U	1	N/A	B		1	32	-	913	1980:1953	325+792	81.7 : 81.7%
2/2+2/1	B4666 U-Turn Left	U	2	N/A	D		1	14	-	720	2025:1905	506+476	67.2 : 79.8%
3/1+3/2	A5 (S) Ahead	U	3	N/A	F		1	18	-	1052	2035:2035	644+644	81.6 : 81.6%
4/1	A5 (N) Ahead Left	U	4	N/A	H		1	25	-	695	1965	852	81.6%
4/2+4/3	A5 (N) Ahead	U	4	N/A	H		1	25	-	865	2015:2015	592+566	74.7 : 74.7%
5/1	B4666	U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
5/2	B4666	U	N/A	N/A	-		-	-	-	128	Inf	Inf	0.0%
6/1	A5 (S)	U	N/A	N/A	-		-	-	-	740	Inf	Inf	0.0%
6/2	A5 (S)	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
7/1	A5 (N)	U	N/A	N/A	-		-	-	-	1042	Inf	Inf	0.0%
7/2	A5 (N)	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
8/1	Adjacent arm 2 Ahead	U	2	N/A	C		1	36	-	647	2065	1273	50.8%
8/2	Adjacent arm 2 Ahead Right	U	2	N/A	C		1	36	-	681	2028	1251	54.5%
8/3	Adjacent arm 2 Right	U	2	N/A	C		1	36	-	267	1960	1209	22.1%
9/1	Adjacent arm 1 Ahead	U	1	N/A	A		1	17	-	346	2015	605	57.2%
9/2	Adjacent arm 1 Ahead Right	U	1	N/A	A		1	17	-	445	1954	586	75.9%
9/3	Adjacent arm 1 Right	U	1	N/A	A		1	17	-	426	1905	572	74.5%

Full Input Data And Results

10/1	A47 Exit (Ped Crossing) Ahead	U	5	N/A	I		1	44	-	799	2115	1586	50.4%
11/1	Adj arm 3 Right	U	3	N/A	E		1	31	-	516	2065	1101	46.9%
11/2	Adj arm 3 Right	U	3	N/A	E		1	31	-	607	2065	1101	55.1%
12/1	Adj arm 4 Right Ahead	U	4	N/A	G		1	24	-	456	2102	876	52.1%
13/1	A47 Exit	U	N/A	N/A	-		-	-	-	799	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	1042	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
14/3	Right	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5	-	J		1	4	-	0	-	4800	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	K		1	13	-	0	-	15600	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: Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**25.5**	**16.3**	**0.0**	**41.8**	**-**	**-**	**-**	**-**
Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**25.5**	**16.3**	**0.0**	**41.8**	**-**	**-**	**-**	**-**
1/2+1/1	913	913	-	-	-	2.6	2.2	-	4.8 (1.4+3.4)	19.1 (18.9:19.1)	11.4	2.2	13.5
2/2+2/1	720	720	-	-	-	4.1	1.4	-	5.5 (2.6+2.9)	27.5 (27.1:27.9)	5.9	1.4	7.3
3/1+3/2	1052	1052	-	-	-	5.5	2.2	-	7.7 (3.9+3.9)	26.4 (26.4:26.4)	8.0	2.2	10.2
4/1	695	695	-	-	-	2.9	2.2	-	5.0	26.1	10.0	2.2	12.2
4/2+4/3	865	865	-	-	-	3.0	1.5	-	4.4 (2.3+2.2)	18.4 (18.5:18.3)	6.0	1.5	7.4
5/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	128	128	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1042	1042	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	647	647	-	-	-	0.7	0.5	-	1.2	6.8	3.5	0.5	4.0
8/2	681	681	-	-	-	0.7	0.6	-	1.3	6.7	3.5	0.6	4.1
8/3	267	267	-	-	-	0.7	0.1	-	0.8	11.2	2.6	0.1	2.7
9/1	346	346	-	-	-	1.2	0.7	-	1.9	19.8	2.9	0.7	3.6
9/2	445	445	-	-	-	0.9	1.5	-	2.4	19.8	1.5	1.5	3.0
9/3	426	426	-	-	-	0.9	1.4	-	2.3	19.4	1.6	1.4	3.1
10/1	799	799	-	-	-	0.3	0.5	-	0.8	3.7	2.7	0.5	3.2
11/1	516	516	-	-	-	0.5	0.4	-	0.9	6.5	5.9	0.4	6.3
11/2	607	607	-	-	-	0.8	0.6	-	1.4	8.2	7.3	0.6	7.9
12/1	456	456	-	-	-	0.7	0.5	-	1.2	9.8	1.7	0.5	2.3

Full Input Data And Results

13/1	799	799	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1042	1042	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/3	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

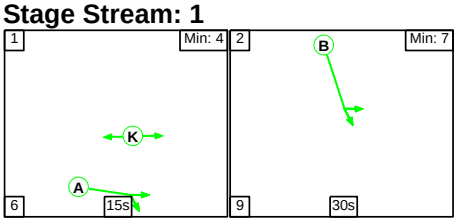
C1	Stream: 1 PRC for Signalled Lanes (%):	10.1	Total Delay for Signalled Lanes (pcuHr):	11.48	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	12.8	Total Delay for Signalled Lanes (pcuHr):	8.81	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	10.3	Total Delay for Signalled Lanes (pcuHr):	10.01	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	10.3	Total Delay for Signalled Lanes (pcuHr):	10.70	Cycle Time (s):	60
C1	Stream: 5 PRC for Signalled Lanes (%):	78.7	Total Delay for Signalled Lanes (pcuHr):	0.81	Cycle Time (s):	60
	PRC Over All Lanes (%):	10.1	Total Delay Over All Lanes(pcuHr):	41.82		

Full Input Data And Results

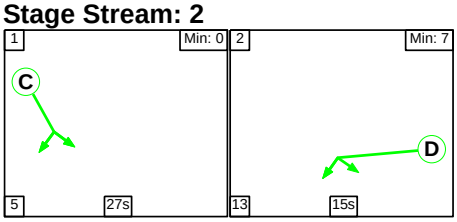
Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

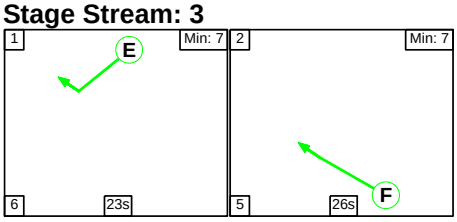
Stage Stream: 1



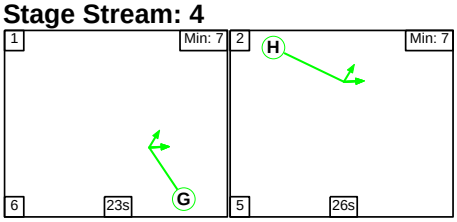
Stage Stream: 2



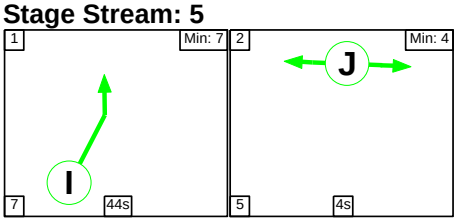
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	30
Change Point	0	21

Stage Stream: 2

Stage	1	2
Duration	27	15
Change Point	3	35

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	23	26
Change Point	31	0

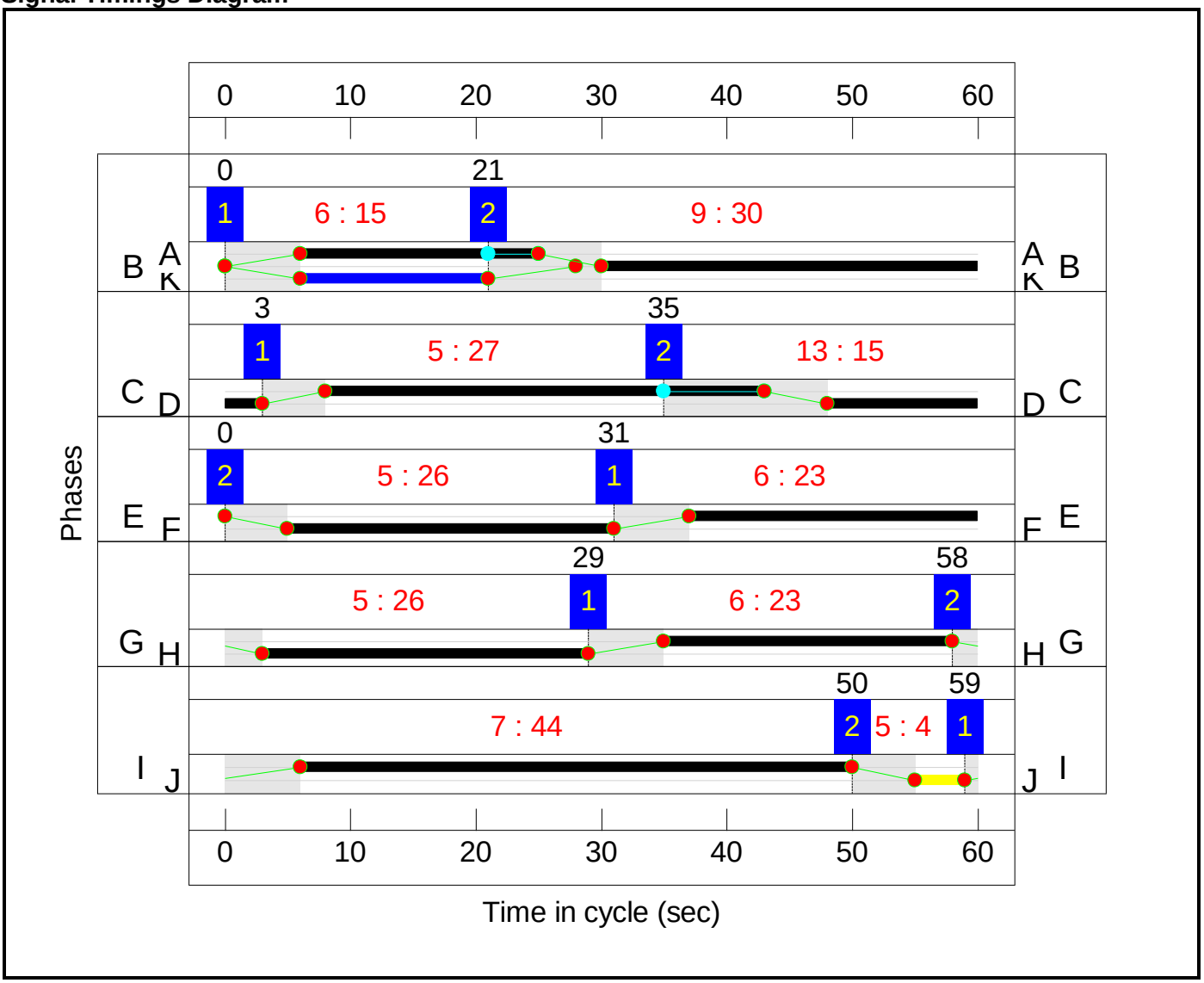
Stage Stream: 4

Stage	1	2
Duration	23	26
Change Point	29	58

Stage Stream: 5

Stage	1	2
Duration	44	4
Change Point	59	50

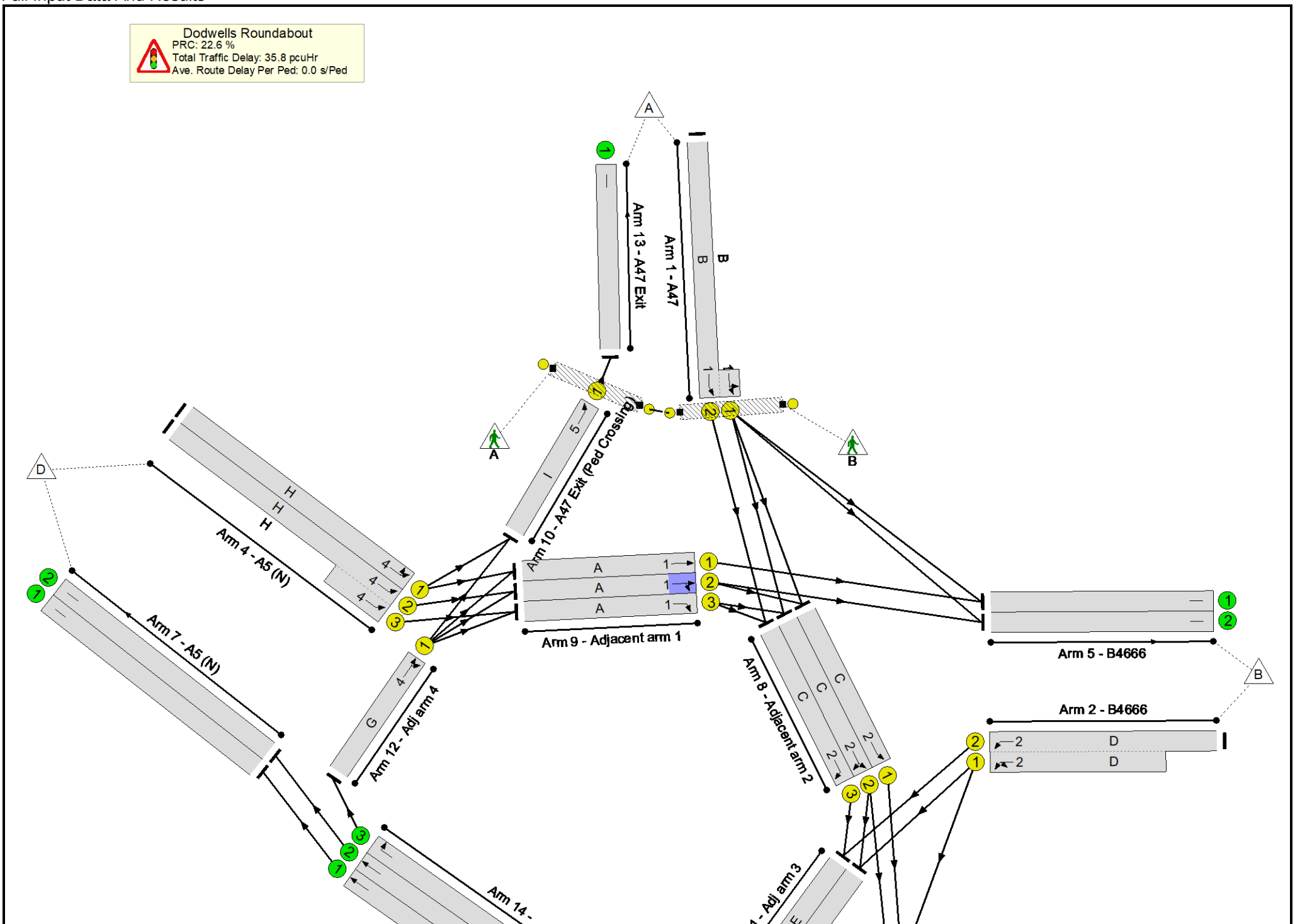
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.4%**
Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.4%**
1/2+1/1	A47 Left Ahead	U	1	N/A	B		1	30	-	787	1980:1954	390+682	73.4 : 73.4%
2/2+2/1	B4666 U-Turn Left	U	2	N/A	D		1	15	-	643	2025:1919	501+512	57.2 : 69.6%
3/1+3/2	A5 (S) Ahead	U	3	N/A	F		1	26	-	1303	2035:2035	916+916	71.2 : 71.1%
4/1	A5 (N) Ahead Left	U	4	N/A	H		1	26	-	638	1968	886	72.0%
4/2+4/3	A5 (N) Ahead	U	4	N/A	H		1	26	-	830	2015:2015	614+568	70.2 : 70.2%
5/1	B4666	U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
5/2	B4666	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
6/1	A5 (S)	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
6/2	A5 (S)	U	N/A	N/A	-		-	-	-	423	Inf	Inf	0.0%
7/1	A5 (N)	U	N/A	N/A	-		-	-	-	1041	Inf	Inf	0.0%
7/2	A5 (N)	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
8/1	Adjacent arm 2 Ahead	U	2	N/A	C		1	35	-	514	2065	1239	41.5%
8/2	Adjacent arm 2 Ahead Right	U	2	N/A	C		1	35	-	575	2036	1222	47.1%
8/3	Adjacent arm 2 Right	U	2	N/A	C		1	35	-	287	1960	1176	24.4%
9/1	Adjacent arm 1 Ahead	U	1	N/A	A		1	19	-	358	2015	672	53.3%
9/2	Adjacent arm 1 Ahead Right	U	1	N/A	A		1	19	-	432	1968	656	65.9%
9/3	Adjacent arm 1 Right	U	1	N/A	A		1	19	-	402	1905	635	63.3%

Full Input Data And Results

10/1	A47 Exit (Ped Crossing) Ahead	U	5	N/A	I		1	44	-	701	2115	1586	44.2%
11/1	Adj arm 3 Right	U	3	N/A	E		1	23	-	389	2065	826	47.1%
11/2	Adj arm 3 Right	U	3	N/A	E		1	23	-	574	2065	826	69.5%
12/1	Adj arm 4 Right Ahead	U	4	N/A	G		1	23	-	425	2098	839	50.6%
13/1	A47 Exit	U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	1041	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
14/3	Right	U	N/A	N/A	-		-	-	-	425	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5	-	J		1	4	-	0	-	4800	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	K		1	15	-	0	-	18000	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: Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**24.1**	**11.7**	**0.0**	**35.8**	**-**	**-**	**-**	**-**
Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**24.1**	**11.7**	**0.0**	**35.8**	**-**	**-**	**-**	**-**
1/2+1/1	787	787	-	-	-	2.3	1.4	-	3.6 (1.3+2.3)	16.7 (16.6:16.8)	8.7	1.4	10.1
2/2+2/1	643	643	-	-	-	3.5	0.9	-	4.3 (1.9+2.4)	24.2 (23.6:24.6)	5.3	0.9	6.2
3/1+3/2	1303	1303	-	-	-	4.8	1.2	-	6.1 (3.0+3.0)	16.7 (16.7:16.7)	8.7	1.2	9.9
4/1	638	638	-	-	-	2.4	1.3	-	3.7	20.6	8.5	1.3	9.8
4/2+4/3	830	830	-	-	-	2.6	1.2	-	3.8 (2.0+1.8)	16.5 (16.6:16.4)	5.2	1.2	6.4
5/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	423	423	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1041	1041	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	514	514	-	-	-	0.6	0.4	-	1.0	6.9	2.9	0.4	3.2
8/2	575	575	-	-	-	0.5	0.4	-	0.9	5.7	1.9	0.4	2.3
8/3	287	287	-	-	-	0.8	0.2	-	1.0	12.0	2.7	0.2	2.9
9/1	358	358	-	-	-	1.0	0.6	-	1.5	15.4	2.5	0.6	3.1
9/2	432	432	-	-	-	0.7	1.0	-	1.6	13.7	1.4	1.0	2.3
9/3	402	402	-	-	-	0.7	0.9	-	1.5	13.5	2.1	0.9	3.0
10/1	701	701	-	-	-	0.1	0.4	-	0.5	2.5	0.4	0.4	0.8
11/1	389	389	-	-	-	1.1	0.4	-	1.5	14.1	2.5	0.4	3.0
11/2	574	574	-	-	-	1.6	1.1	-	2.7	17.2	4.8	1.1	6.0
12/1	425	425	-	-	-	1.5	0.5	-	2.0	16.9	6.8	0.5	7.3

Full Input Data And Results

13/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1041	1041	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/3	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

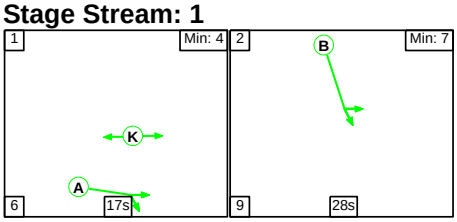
C1	Stream: 1 PRC for Signalled Lanes (%):	22.6	Total Delay for Signalled Lanes (pcuHr):	8.34	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	29.4	Total Delay for Signalled Lanes (pcuHr):	7.18	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	26.4	Total Delay for Signalled Lanes (pcuHr):	10.32	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	24.9	Total Delay for Signalled Lanes (pcuHr):	9.46	Cycle Time (s):	60
C1	Stream: 5 PRC for Signalled Lanes (%):	103.7	Total Delay for Signalled Lanes (pcuHr):	0.48	Cycle Time (s):	60
	PRC Over All Lanes (%):	22.6	Total Delay Over All Lanes(pcuHr):	35.78		

Full Input Data And Results

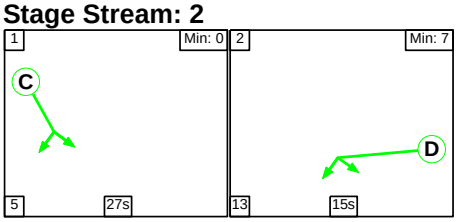
Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

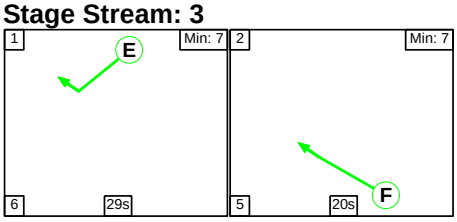
Stage Stream: 1



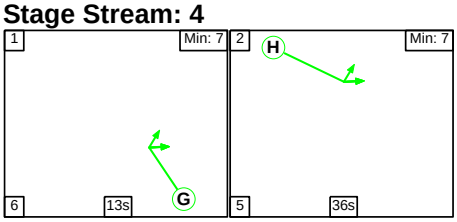
Stage Stream: 2



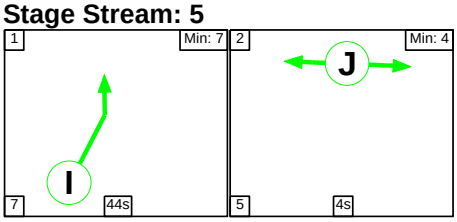
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	17	28
Change Point	0	23

Stage Stream: 2

Stage	1	2
Duration	27	15
Change Point	50	22

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	29	20
Change Point	32	7

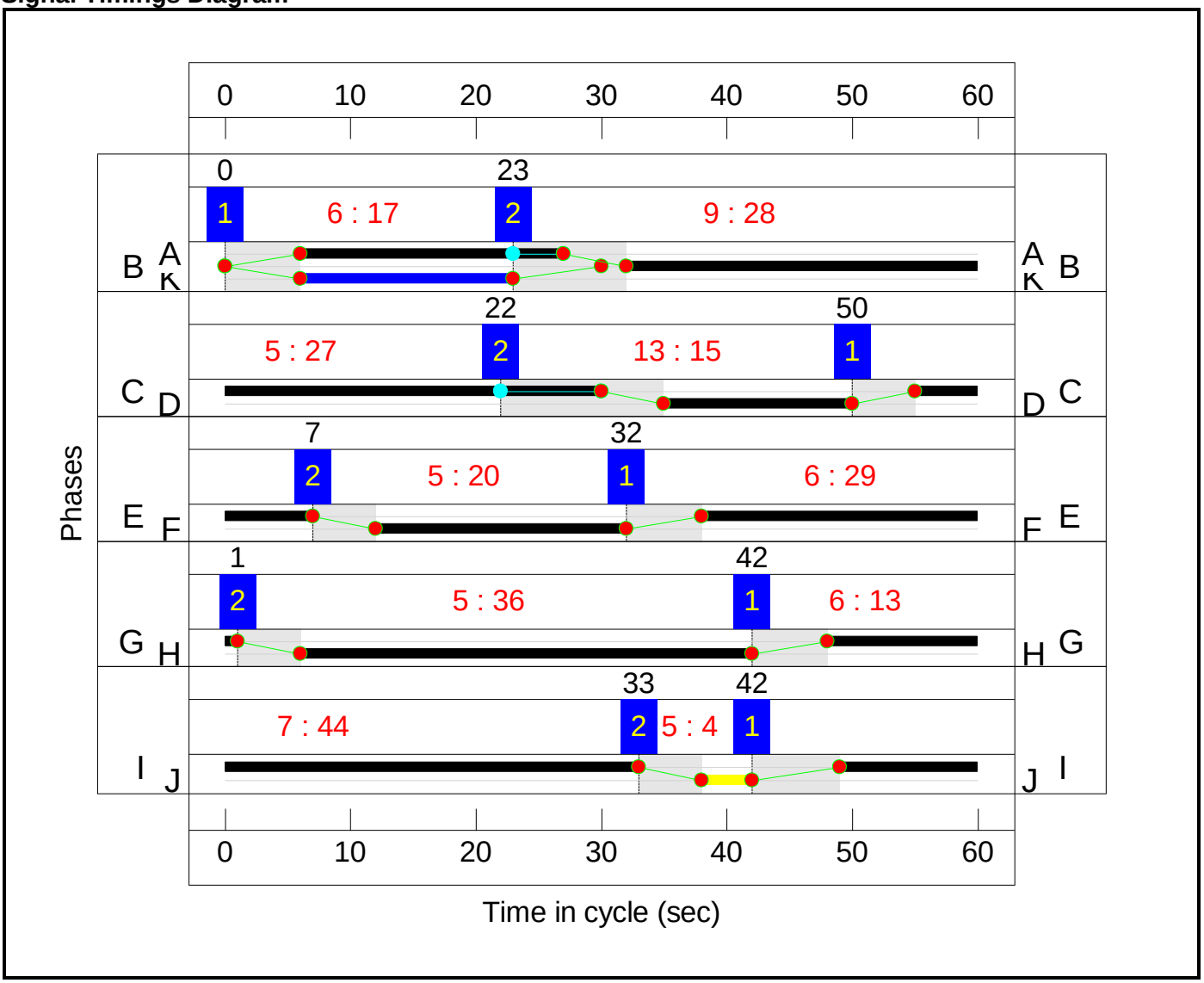
Stage Stream: 4

Stage	1	2
Duration	13	36
Change Point	42	1

Stage Stream: 5

Stage	1	2
Duration	44	4
Change Point	42	33

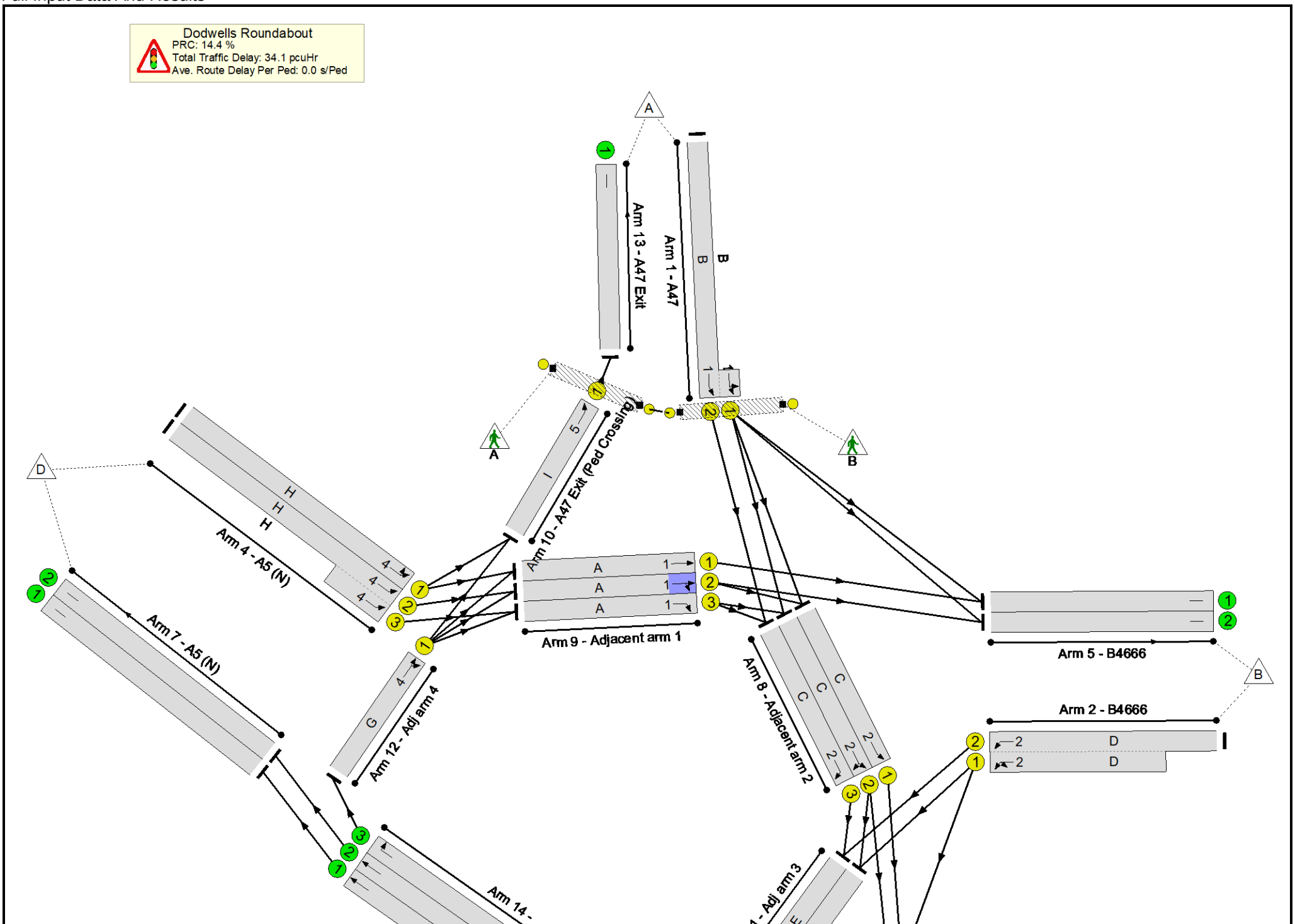
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.7%**
Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.7%**
1/2+1/1	A47 Left Ahead	U	1	N/A	B		1	28	-	791	1980:1952	362+643	78.7 : 78.7%
2/2+2/1	B4666 U-Turn Left	U	2	N/A	D		1	15	-	691	2025:1902	422+507	74.3 : 74.3%
3/1+3/2	A5 (S) Ahead	U	3	N/A	F		1	20	-	1021	2035:2035	712+712	71.6 : 71.7%
4/1	A5 (N) Ahead Left	U	4	N/A	H		1	36	-	684	1972	1216	56.2%
4/2+4/3	A5 (N) Ahead	U	4	N/A	H		1	36	-	879	2015:2015	777+754	57.4 : 57.4%
5/1	B4666	U	N/A	N/A	-		-	-	-	442	Inf	Inf	0.0%
5/2	B4666	U	N/A	N/A	-		-	-	-	83	Inf	Inf	0.0%
6/1	A5 (S)	U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
6/2	A5 (S)	U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
7/1	A5 (N)	U	N/A	N/A	-		-	-	-	967	Inf	Inf	0.0%
7/2	A5 (N)	U	N/A	N/A	-		-	-	-	746	Inf	Inf	0.0%
8/1	Adjacent arm 2 Ahead	U	2	N/A	C		1	35	-	626	2065	1239	50.5%
8/2	Adjacent arm 2 Ahead Right	U	2	N/A	C		1	35	-	631	2036	1222	51.7%
8/3	Adjacent arm 2 Right	U	2	N/A	C		1	35	-	285	1960	1176	24.2%
9/1	Adjacent arm 1 Ahead	U	1	N/A	A		1	21	-	391	2015	739	52.9%
9/2	Adjacent arm 1 Ahead Right	U	1	N/A	A		1	21	-	450	1949	715	63.0%
9/3	Adjacent arm 1 Right	U	1	N/A	A		1	21	-	435	1905	699	62.3%

Full Input Data And Results

10/1	A47 Exit (Ped Crossing) Ahead	U	5	N/A	I		1	44	-	651	2115	1586	41.0%
11/1	Adj arm 3 Right	U	3	N/A	E		1	29	-	457	2065	1032	44.3%
11/2	Adj arm 3 Right	U	3	N/A	E		1	29	-	599	2065	1032	58.0%
12/1	Adj arm 4 Right Ahead	U	4	N/A	G		1	13	-	364	2099	490	74.3%
13/1	A47 Exit	U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	967	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	746	Inf	Inf	0.0%
14/3	Right	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5	-	J		1	4	-	0	-	4800	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	K		1	17	-	0	-	20400	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: Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**22.0**	**12.1**	**0.0**	**34.1**	**-**	**-**	**-**	**-**
Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**22.0**	**12.1**	**0.0**	**34.1**	**-**	**-**	**-**	**-**
1/2+1/1	791	791	-	-	-	2.7	1.8	-	4.5 (1.6+2.9)	20.3 (20.2:20.4)	9.6	1.8	11.5
2/2+2/1	691	691	-	-	-	3.8	1.4	-	5.2 (2.3+2.9)	27.1 (26.6:27.6)	5.7	1.4	7.1
3/1+3/2	1021	1021	-	-	-	4.8	1.3	-	6.1 (3.0+3.0)	21.4 (21.3:21.4)	7.4	1.3	8.6
4/1	684	684	-	-	-	1.3	0.6	-	1.9	10.1	6.7	0.6	7.3
4/2+4/3	879	879	-	-	-	1.4	0.7	-	2.1 (1.0+1.0)	8.4 (8.4:8.4)	3.6	0.7	4.3
5/1	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	83	83	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	746	746	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	626	626	-	-	-	0.7	0.5	-	1.2	6.9	3.4	0.5	3.9
8/2	631	631	-	-	-	0.7	0.5	-	1.2	6.8	3.2	0.5	3.7
8/3	285	285	-	-	-	0.9	0.2	-	1.0	13.2	4.5	0.2	4.6
9/1	391	391	-	-	-	1.1	0.6	-	1.7	15.7	3.0	0.6	3.5
9/2	450	450	-	-	-	1.3	0.8	-	2.1	17.0	2.6	0.8	3.4
9/3	435	435	-	-	-	1.2	0.8	-	2.1	17.0	2.7	0.8	3.5
10/1	651	651	-	-	-	0.2	0.3	-	0.5	3.0	1.3	0.3	1.6
11/1	457	457	-	-	-	0.1	0.4	-	0.5	3.7	0.2	0.4	0.6
11/2	599	599	-	-	-	0.2	0.7	-	0.9	5.2	0.6	0.7	1.3
12/1	364	364	-	-	-	1.7	1.4	-	3.1	31.1	5.7	1.4	7.2

Full Input Data And Results

13/1	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	746	746	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/3	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

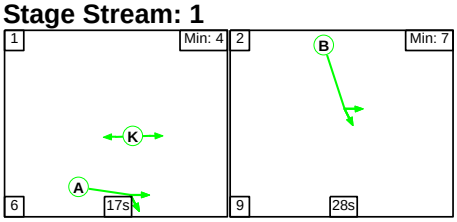
C1	Stream: 1 PRC for Signalled Lanes (%):	14.4	Total Delay for Signalled Lanes (pcuHr):	10.37	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	21.1	Total Delay for Signalled Lanes (pcuHr):	8.65	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	25.4	Total Delay for Signalled Lanes (pcuHr):	7.38	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	21.1	Total Delay for Signalled Lanes (pcuHr):	7.12	Cycle Time (s):	60
C1	Stream: 5 PRC for Signalled Lanes (%):	119.3	Total Delay for Signalled Lanes (pcuHr):	0.55	Cycle Time (s):	60
	PRC Over All Lanes (%):	14.4	Total Delay Over All Lanes(pcuHr):	34.07		

Full Input Data And Results

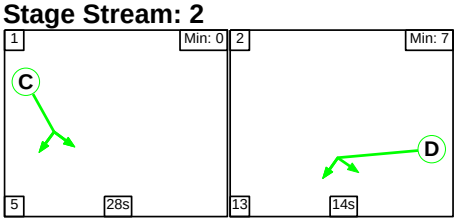
Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

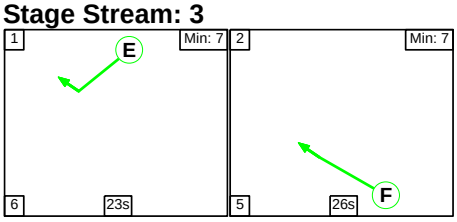
Stage Stream: 1



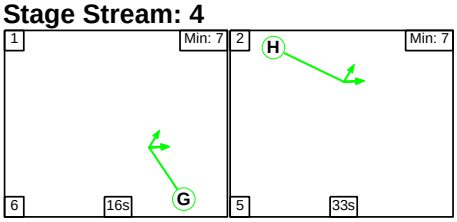
Stage Stream: 2



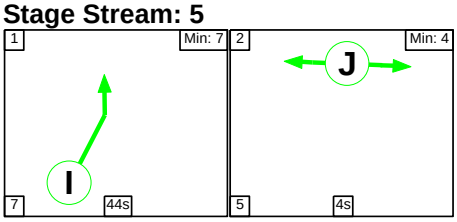
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	17	28
Change Point	0	23

Stage Stream: 2

Stage	1	2
Duration	28	14
Change Point	46	19

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	23	26
Change Point	31	0

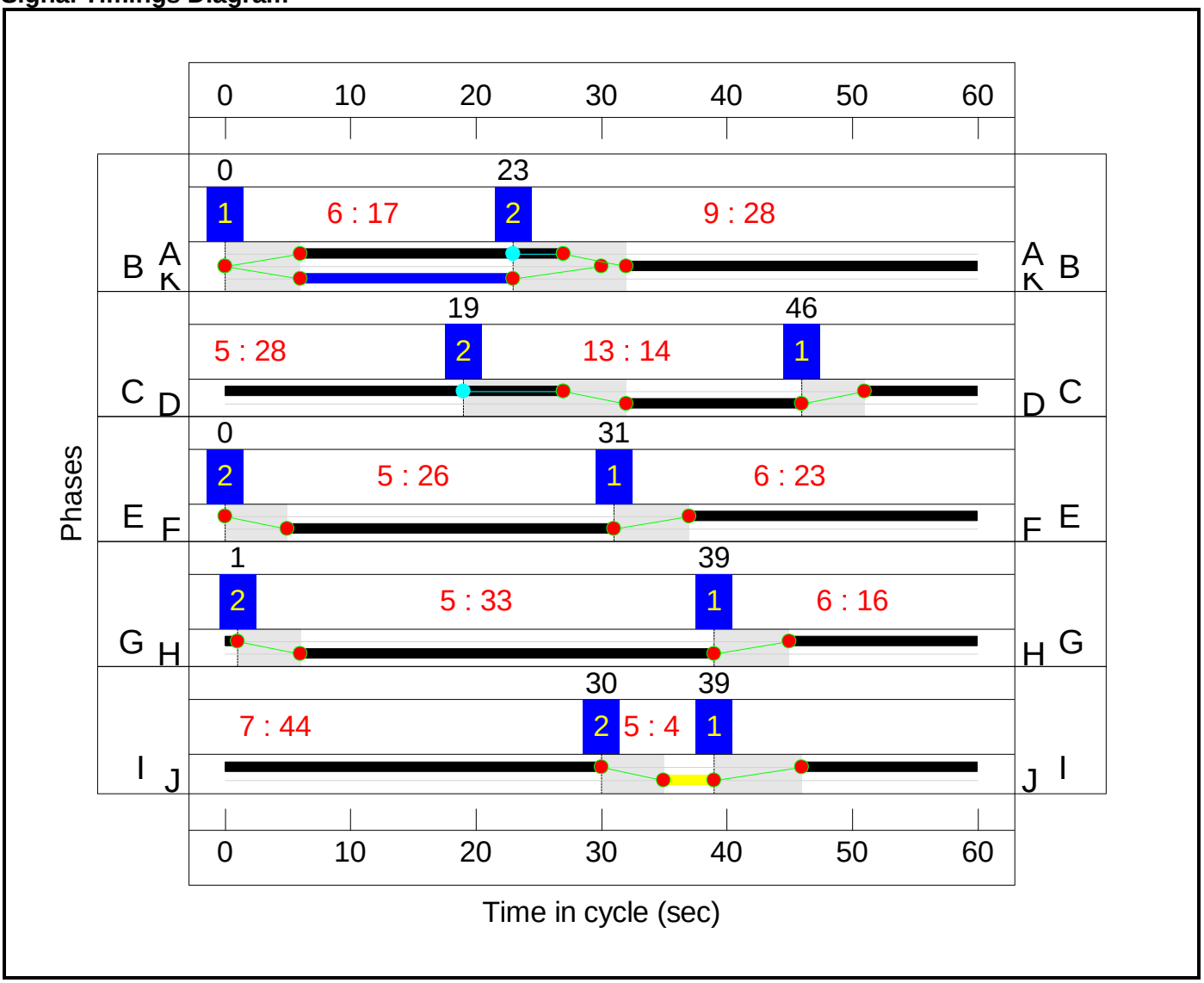
Stage Stream: 4

Stage	1	2
Duration	16	33
Change Point	39	1

Stage Stream: 5

Stage	1	2
Duration	44	4
Change Point	39	30

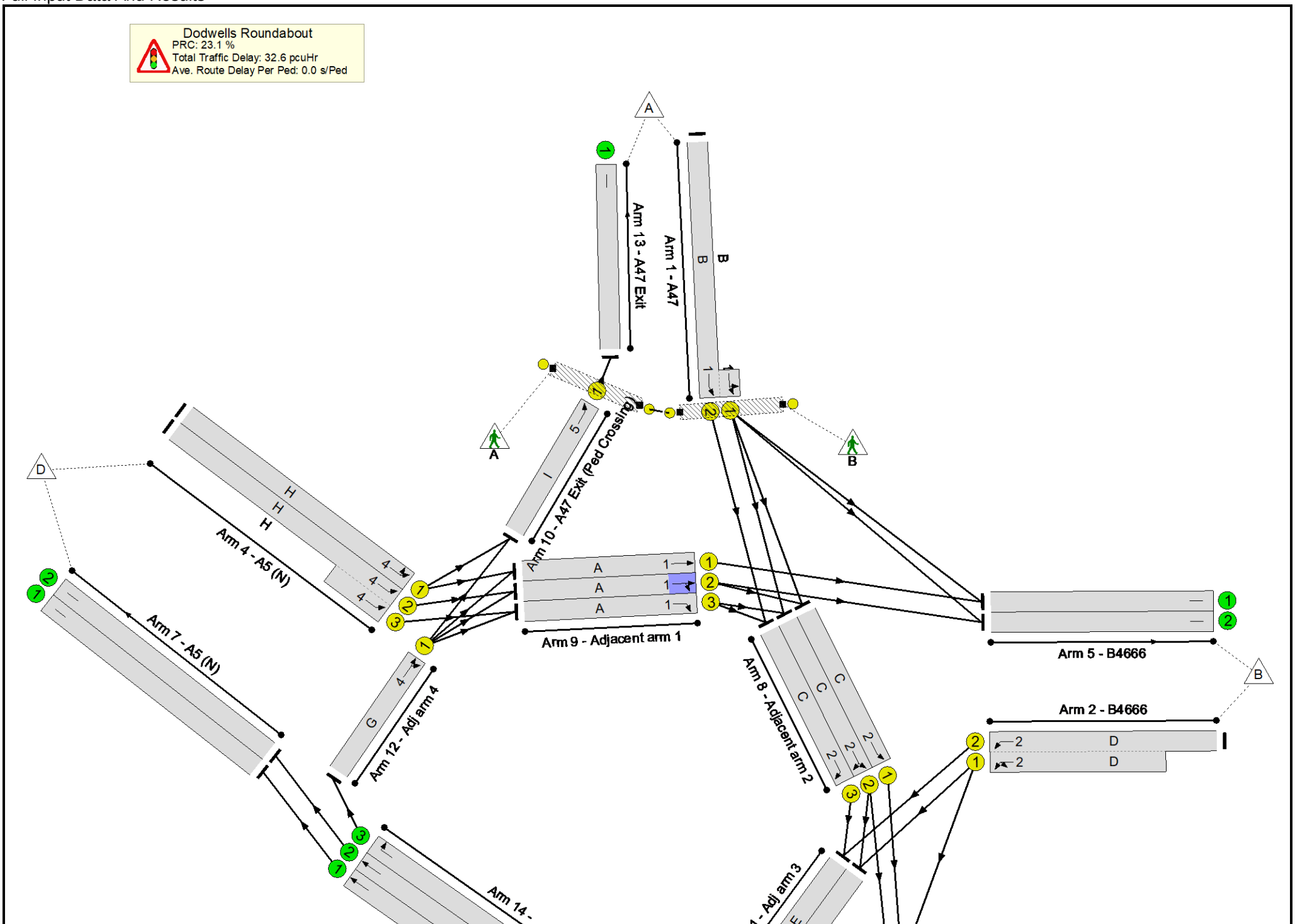
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.1%**
Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.1%**
1/2+1/1	A47 Left Ahead	U	1	N/A	B		1	28	-	732	1980:1957	342+659	73.1 : 73.1%
2/2+2/1	B4666 U-Turn Left	U	2	N/A	D		1	14	-	629	2025:1916	446+479	64.4 : 71.4%
3/1+3/2	A5 (S) Ahead	U	3	N/A	F		1	26	-	1289	2035:2035	916+916	70.3 : 70.4%
4/1	A5 (N) Ahead Left	U	4	N/A	H		1	33	-	650	1971	1117	58.2%
4/2+4/3	A5 (N) Ahead	U	4	N/A	H		1	33	-	839	2015:2015	738+676	59.3 : 59.3%
5/1	B4666	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
5/2	B4666	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
6/1	A5 (S)	U	N/A	N/A	-		-	-	-	636	Inf	Inf	0.0%
6/2	A5 (S)	U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
7/1	A5 (N)	U	N/A	N/A	-		-	-	-	1058	Inf	Inf	0.0%
7/2	A5 (N)	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
8/1	Adjacent arm 2 Ahead	U	2	N/A	C		1	36	-	528	2065	1273	41.5%
8/2	Adjacent arm 2 Ahead Right	U	2	N/A	C		1	36	-	599	2032	1253	47.8%
8/3	Adjacent arm 2 Right	U	2	N/A	C		1	36	-	252	1960	1209	20.8%
9/1	Adjacent arm 1 Ahead	U	1	N/A	A		1	21	-	378	2015	739	51.2%
9/2	Adjacent arm 1 Ahead Right	U	1	N/A	A		1	21	-	439	1963	720	61.0%
9/3	Adjacent arm 1 Right	U	1	N/A	A		1	21	-	404	1905	699	57.8%

Full Input Data And Results

10/1	A47 Exit (Ped Crossing) Ahead	U	5	N/A	I		1	44	-	632	2115	1586	39.8%
11/1	Adj arm 3 Right	U	3	N/A	E		1	23	-	414	2065	826	50.1%
11/2	Adj arm 3 Right	U	3	N/A	E		1	23	-	539	2065	826	65.3%
12/1	Adj arm 4 Right Ahead	U	4	N/A	G		1	16	-	364	2097	594	61.3%
13/1	A47 Exit	U	N/A	N/A	-		-	-	-	632	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	1058	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
14/3	Right	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5	-	J		1	4	-	0	-	4800	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	K		1	17	-	0	-	20400	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: Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**22.1**	**10.5**	**0.0**	**32.6**	**-**	**-**	**-**	**-**
Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**22.1**	**10.5**	**0.0**	**32.6**	**-**	**-**	**-**	**-**
1/2+1/1	732	732	-	-	-	2.4	1.3	-	3.7 (1.3+2.4)	18.2 (18.1:18.3)	8.3	1.3	9.7
2/2+2/1	629	629	-	-	-	3.5	1.1	-	4.6 (2.0+2.5)	26.2 (25.7:26.6)	5.1	1.1	6.2
3/1+3/2	1289	1289	-	-	-	4.8	1.2	-	5.9 (3.0+3.0)	16.6 (16.6:16.6)	8.6	1.2	9.8
4/1	650	650	-	-	-	1.5	0.7	-	2.2	12.3	6.9	0.7	7.6
4/2+4/3	839	839	-	-	-	1.7	0.7	-	2.4 (1.3+1.1)	10.2 (10.3:10.2)	4.0	0.7	4.7
5/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1058	1058	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	528	528	-	-	-	0.6	0.4	-	1.0	6.6	3.4	0.4	3.7
8/2	599	599	-	-	-	0.6	0.5	-	1.1	6.6	3.4	0.5	3.9
8/3	252	252	-	-	-	0.5	0.1	-	0.7	9.4	3.5	0.1	3.6
9/1	378	378	-	-	-	1.1	0.5	-	1.6	15.2	2.6	0.5	3.2
9/2	439	439	-	-	-	1.1	0.8	-	1.9	15.4	2.1	0.8	2.9
9/3	404	404	-	-	-	1.0	0.7	-	1.7	15.2	2.0	0.7	2.7
10/1	632	632	-	-	-	0.2	0.3	-	0.5	3.0	1.2	0.3	1.6
11/1	414	414	-	-	-	0.4	0.5	-	1.0	8.3	2.9	0.5	3.4
11/2	539	539	-	-	-	0.8	0.9	-	1.7	11.4	5.4	0.9	6.3
12/1	364	364	-	-	-	1.9	0.8	-	2.7	26.3	5.7	0.8	6.4

Full Input Data And Results

13/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1058	1058	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/3	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

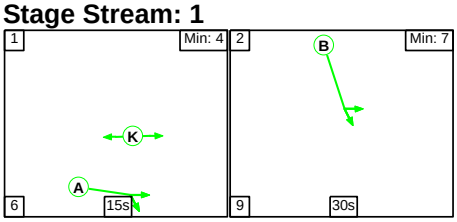
C1	Stream: 1 PRC for Signalled Lanes (%):	23.1	Total Delay for Signalled Lanes (pcuHr):	8.88	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	26.1	Total Delay for Signalled Lanes (pcuHr):	7.31	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	27.8	Total Delay for Signalled Lanes (pcuHr):	8.60	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	46.9	Total Delay for Signalled Lanes (pcuHr):	7.26	Cycle Time (s):	60
C1	Stream: 5 PRC for Signalled Lanes (%):	125.9	Total Delay for Signalled Lanes (pcuHr):	0.53	Cycle Time (s):	60
	PRC Over All Lanes (%):	23.1	Total Delay Over All Lanes(pcuHr):	32.58		

Full Input Data And Results

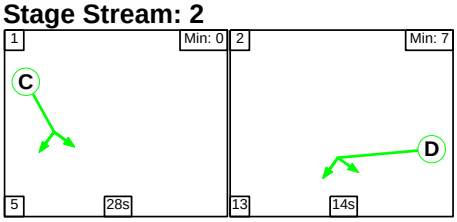
Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

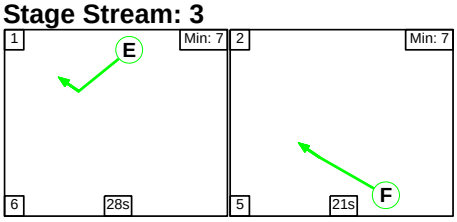
Stage Stream: 1



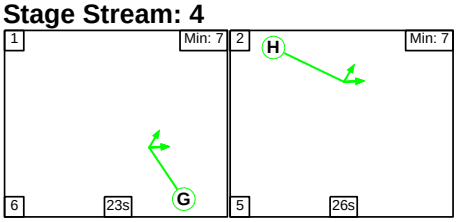
Stage Stream: 2



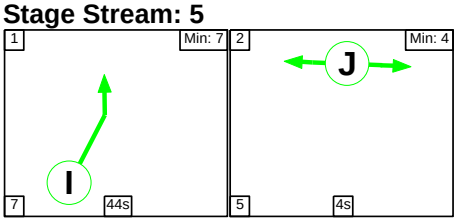
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	30
Change Point	0	21

Stage Stream: 2

Stage	1	2
Duration	28	14
Change Point	1	34

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	28	21
Change Point	41	15

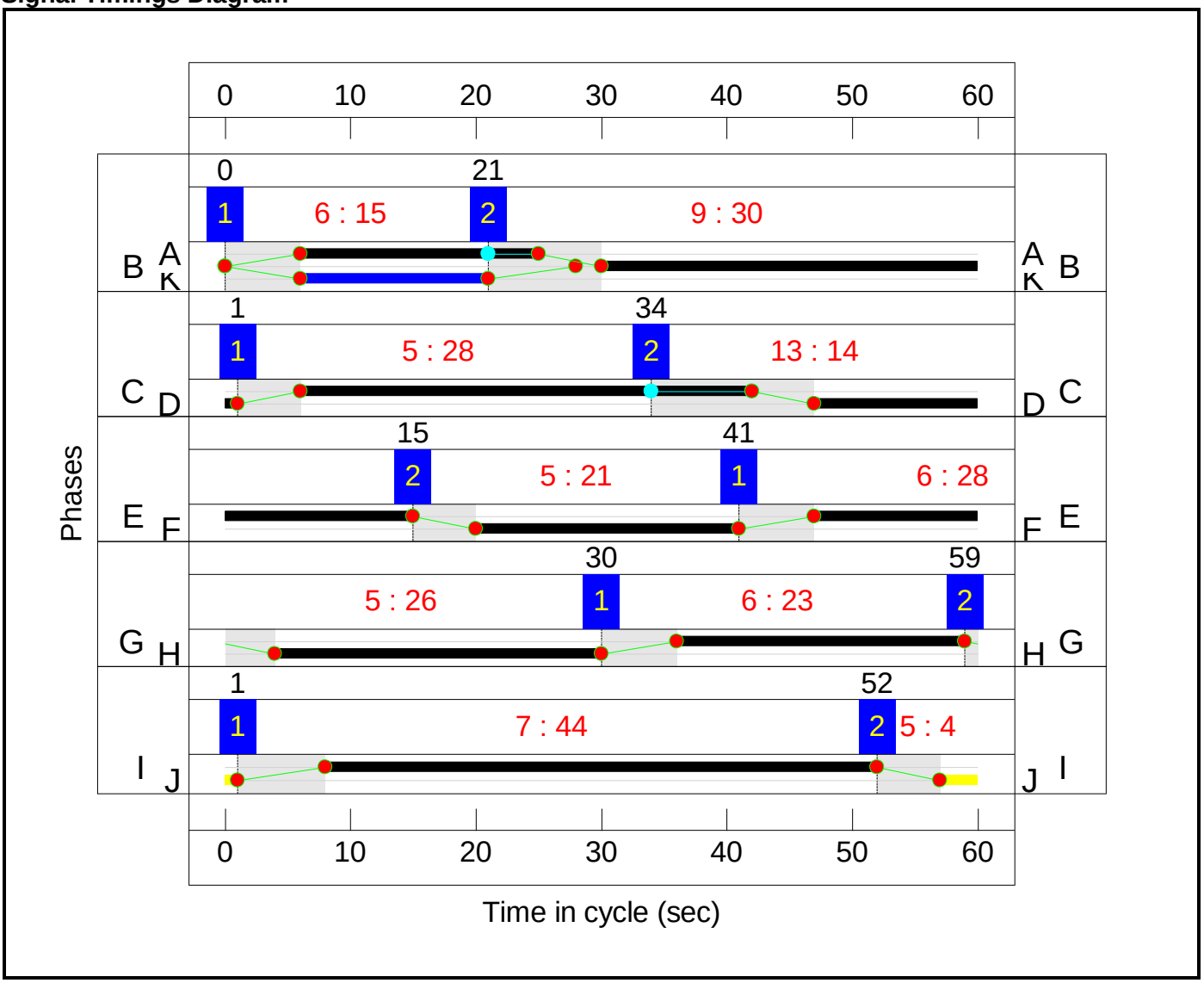
Stage Stream: 4

Stage	1	2
Duration	23	26
Change Point	30	59

Stage Stream: 5

Stage	1	2
Duration	44	4
Change Point	1	52

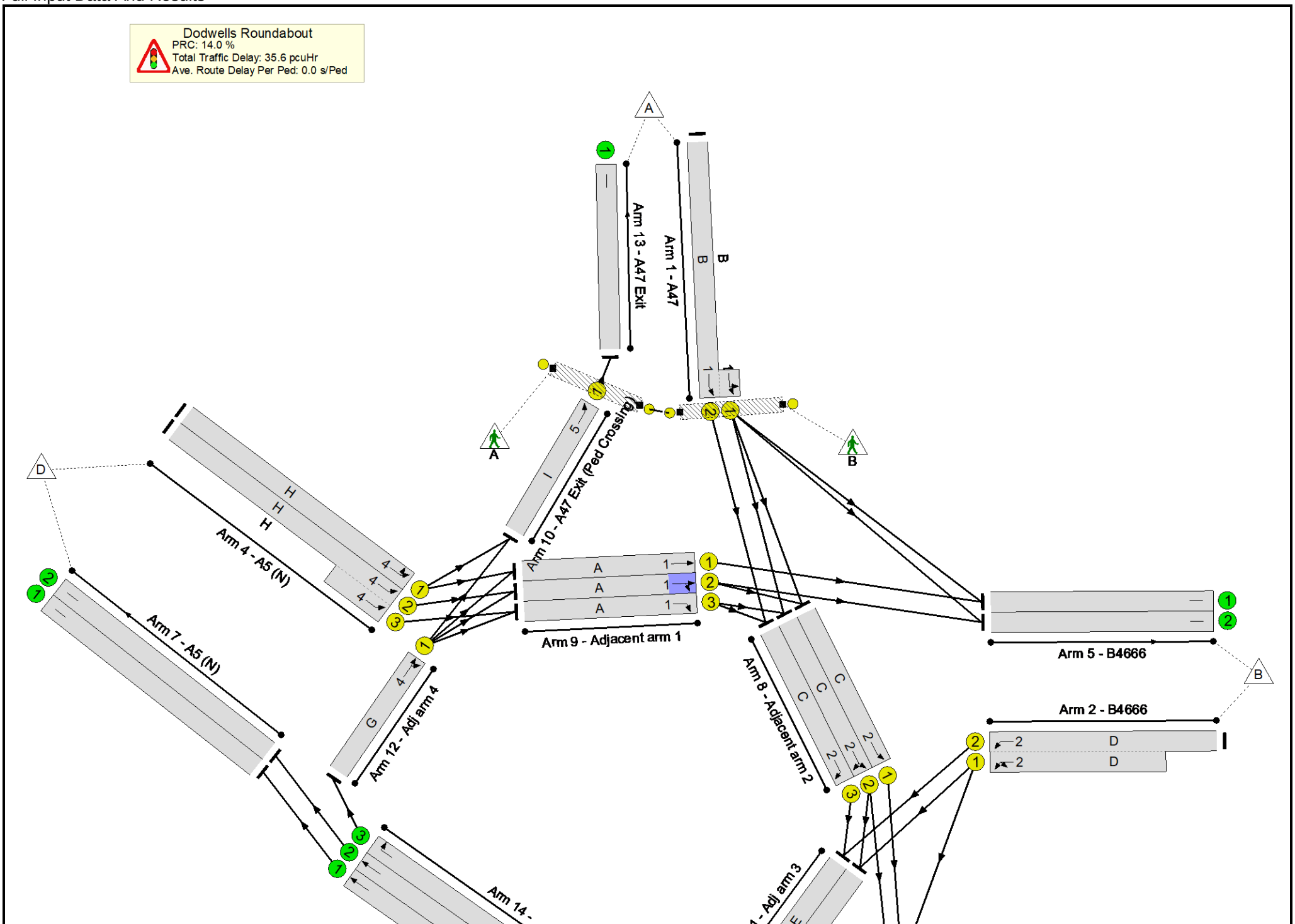
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.9%**
Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.9%**
1/2+1/1	A47 Left Ahead	U	1	N/A	B		1	30	-	816	1980:1954	363+702	76.6 : 76.6%
2/2+2/1	B4666 U-Turn Left	U	2	N/A	D		1	14	-	683	2025:1905	506+476	61.4 : 78.1%
3/1+3/2	A5 (S) Ahead	U	3	N/A	F		1	21	-	1047	2035:2035	746+746	70.1 : 70.2%
4/1	A5 (N) Ahead Left	U	4	N/A	H		1	26	-	699	1968	886	78.9%
4/2+4/3	A5 (N) Ahead	U	4	N/A	H		1	26	-	885	2015:2015	607+587	74.1 : 74.1%
5/1	B4666	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
5/2	B4666	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
6/1	A5 (S)	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
6/2	A5 (S)	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
7/1	A5 (N)	U	N/A	N/A	-		-	-	-	992	Inf	Inf	0.0%
7/2	A5 (N)	U	N/A	N/A	-		-	-	-	724	Inf	Inf	0.0%
8/1	Adjacent arm 2 Ahead	U	2	N/A	C		1	36	-	646	2065	1273	50.7%
8/2	Adjacent arm 2 Ahead Right	U	2	N/A	C		1	36	-	645	2033	1254	51.4%
8/3	Adjacent arm 2 Right	U	2	N/A	C		1	36	-	278	1960	1209	23.0%
9/1	Adjacent arm 1 Ahead	U	1	N/A	A		1	19	-	367	2015	672	54.6%
9/2	Adjacent arm 1 Ahead Right	U	1	N/A	A		1	19	-	454	1949	650	69.9%
9/3	Adjacent arm 1 Right	U	1	N/A	A		1	19	-	437	1905	635	68.8%

Full Input Data And Results

10/1	A47 Exit (Ped Crossing) Ahead	U	5	N/A	I		1	44	-	715	2115	1586	45.1%
11/1	Adj arm 3 Right	U	3	N/A	E		1	28	-	469	2065	998	47.0%
11/2	Adj arm 3 Right	U	3	N/A	E		1	28	-	589	2065	998	59.0%
12/1	Adj arm 4 Right Ahead	U	4	N/A	G		1	23	-	389	2101	840	46.3%
13/1	A47 Exit	U	N/A	N/A	-		-	-	-	715	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	992	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	724	Inf	Inf	0.0%
14/3	Right	U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5	-	J		1	4	-	0	-	4800	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	K		1	15	-	0	-	18000	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: Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**22.4**	**13.2**	**0.0**	**35.6**	**-**	**-**	**-**	**-**
Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**22.4**	**13.2**	**0.0**	**35.6**	**-**	**-**	**-**	**-**
1/2+1/1	816	816	-	-	-	2.5	1.6	-	4.1 (1.4+2.7)	17.9 (17.8:18.0)	9.4	1.6	11.0
2/2+2/1	683	683	-	-	-	3.9	1.1	-	5.0 (2.2+2.8)	26.5 (25.9:26.9)	5.7	1.1	6.8
3/1+3/2	1047	1047	-	-	-	4.7	1.2	-	5.9 (2.9+2.9)	20.2 (20.2:20.2)	7.4	1.2	8.6
4/1	699	699	-	-	-	2.7	1.8	-	4.6	23.5	9.9	1.8	11.7
4/2+4/3	885	885	-	-	-	2.9	1.4	-	4.3 (2.2+2.1)	17.4 (17.5:17.4)	6.0	1.4	7.4
5/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	992	992	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	646	646	-	-	-	0.6	0.5	-	1.1	6.4	2.4	0.5	2.9
8/2	645	645	-	-	-	0.6	0.5	-	1.1	6.2	2.2	0.5	2.7
8/3	278	278	-	-	-	0.8	0.1	-	0.9	12.3	2.9	0.1	3.1
9/1	367	367	-	-	-	1.0	0.6	-	1.6	15.9	2.3	0.6	2.9
9/2	454	454	-	-	-	0.8	1.1	-	2.0	15.5	1.4	1.1	2.5
9/3	437	437	-	-	-	0.8	1.1	-	1.9	15.3	1.6	1.1	2.7
10/1	715	715	-	-	-	0.2	0.4	-	0.6	2.9	1.4	0.4	1.8
11/1	469	469	-	-	-	0.1	0.4	-	0.6	4.5	1.2	0.4	1.6
11/2	589	589	-	-	-	0.3	0.7	-	1.0	6.2	1.9	0.7	2.6
12/1	389	389	-	-	-	0.5	0.4	-	1.0	8.9	3.6	0.4	4.0

Full Input Data And Results

13/1	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	992	992	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/3	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

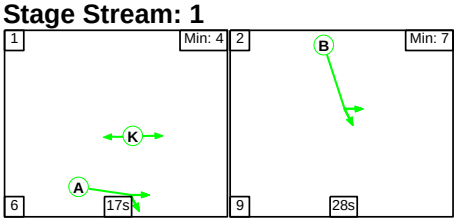
C1	Stream: 1 PRC for Signalled Lanes (%):	17.5	Total Delay for Signalled Lanes (pcuHr):	9.50	Cycle Time (s):	60		
C1	Stream: 2 PRC for Signalled Lanes (%):	15.2	Total Delay for Signalled Lanes (pcuHr):	8.22	Cycle Time (s):	60		
C1	Stream: 3 PRC for Signalled Lanes (%):	28.2	Total Delay for Signalled Lanes (pcuHr):	7.47	Cycle Time (s):	60		
C1	Stream: 4 PRC for Signalled Lanes (%):	14.0	Total Delay for Signalled Lanes (pcuHr):	9.82	Cycle Time (s):	60		
C1	Stream: 5 PRC for Signalled Lanes (%):	99.7	Total Delay for Signalled Lanes (pcuHr):	0.58	Cycle Time (s):	60		
	PRC Over All Lanes (%):	14.0	Total Delay Over All Lanes(pcuHr):	35.59				

Full Input Data And Results

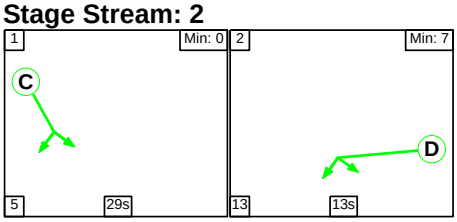
Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

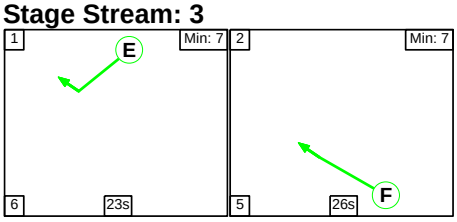
Stage Stream: 1



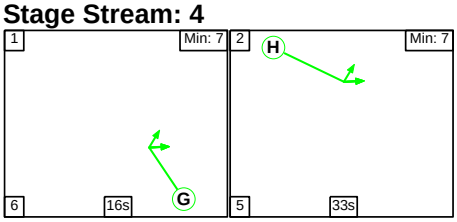
Stage Stream: 2



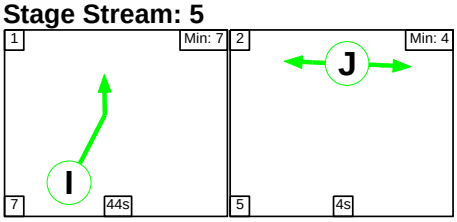
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	17	28
Change Point	0	23

Stage Stream: 2

Stage	1	2
Duration	29	13
Change Point	44	18

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	23	26
Change Point	30	59

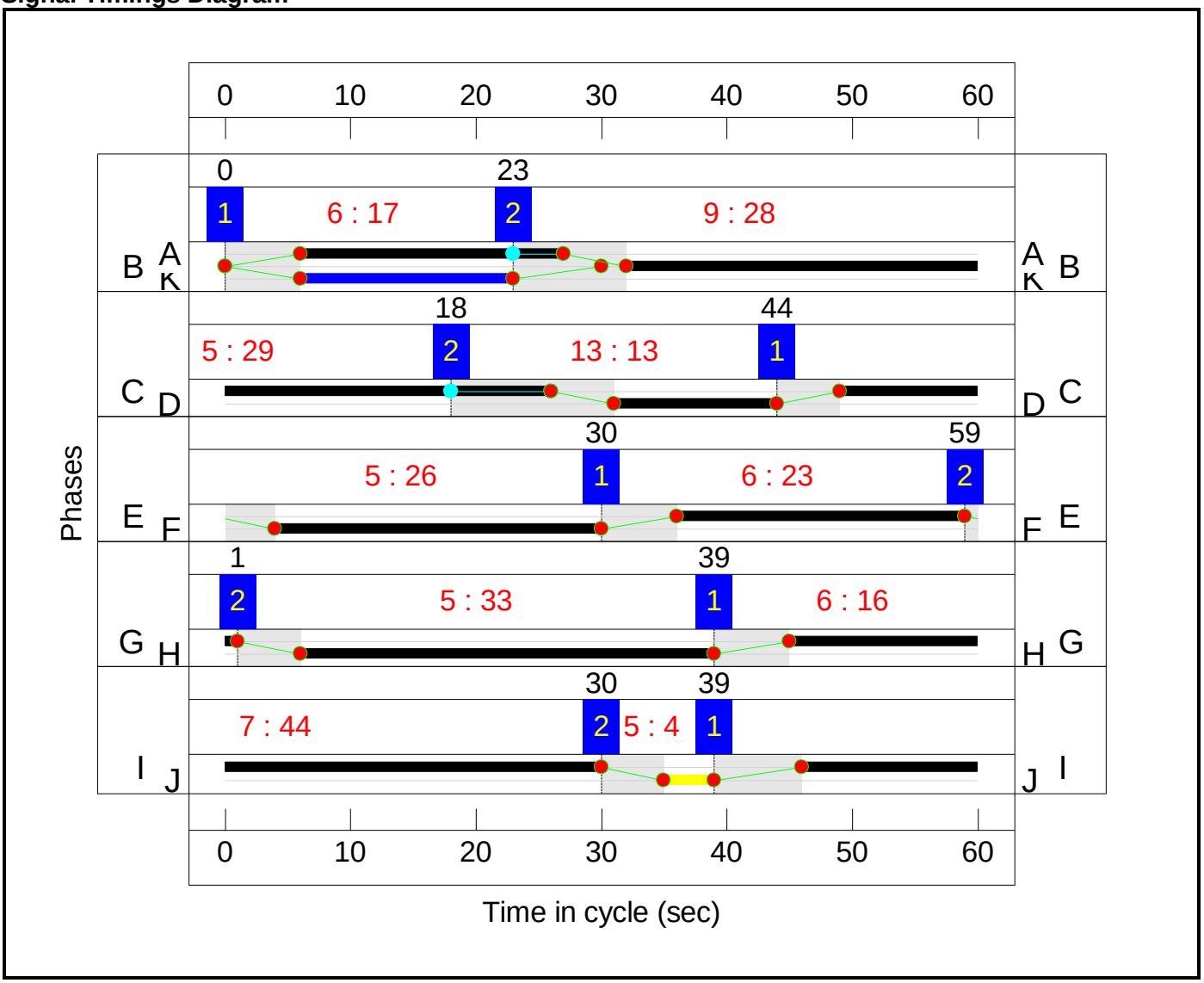
Stage Stream: 4

Stage	1	2
Duration	16	33
Change Point	39	1

Stage Stream: 5

Stage	1	2
Duration	44	4
Change Point	39	30

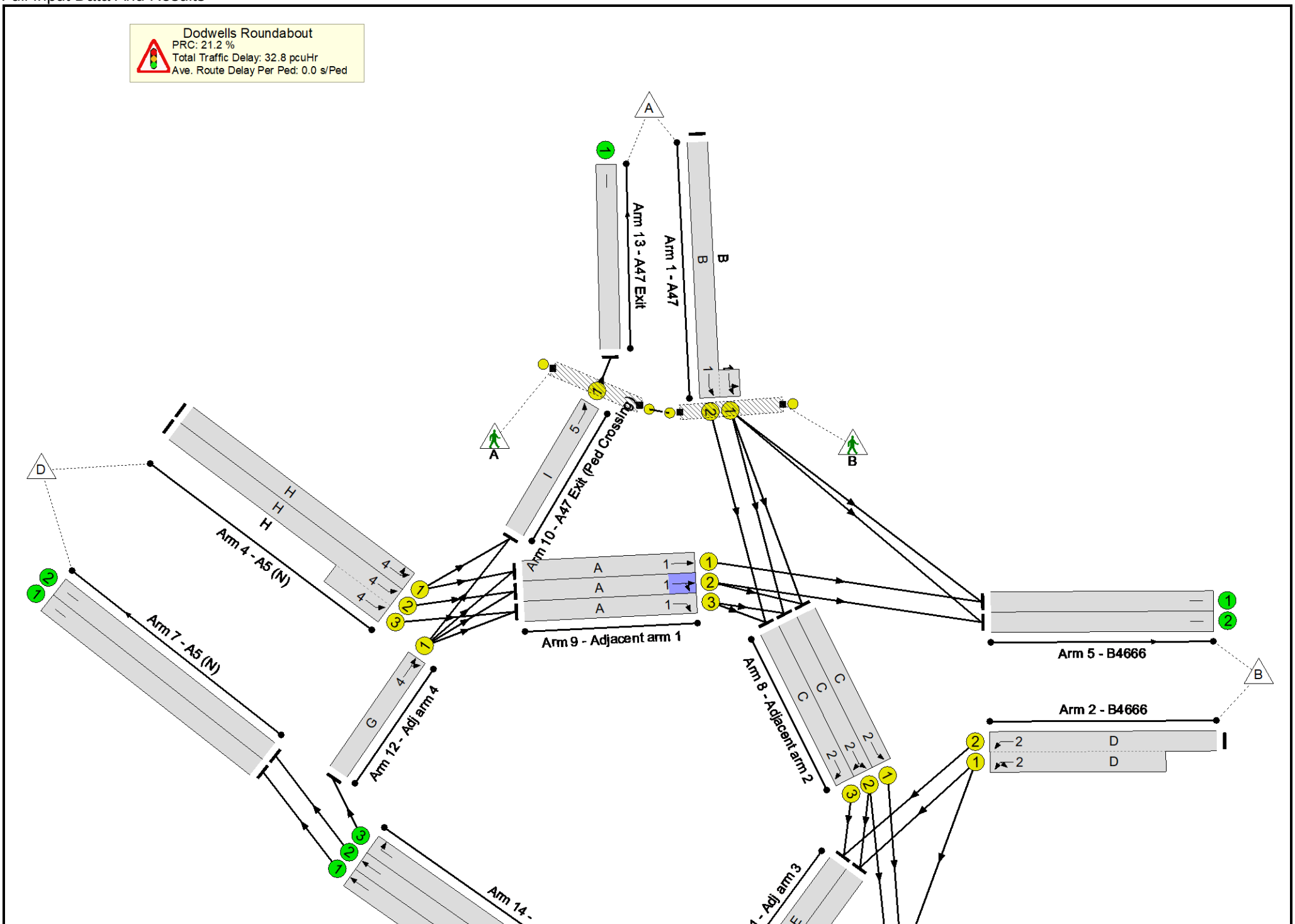
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.3%**
Dodwells Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.3%**
1/2+1/1	A47 Left Ahead	U	1	N/A	B		1	28	-	741	1980:1956	331+667	74.3 : 74.3%
2/2+2/1	B4666 U-Turn Left	U	2	N/A	D		1	13	-	607	2025:1917	461+447	60.1 : 73.8%
3/1+3/2	A5 (S) Ahead	U	3	N/A	F		1	26	-	1329	2035:2035	916+916	72.5 : 72.6%
4/1	A5 (N) Ahead Left	U	4	N/A	H		1	33	-	669	1969	1116	60.0%
4/2+4/3	A5 (N) Ahead	U	4	N/A	H		1	33	-	833	2015:2015	741+669	59.1 : 59.1%
5/1	B4666	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
5/2	B4666	U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
6/1	A5 (S)	U	N/A	N/A	-		-	-	-	625	Inf	Inf	0.0%
6/2	A5 (S)	U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
7/1	A5 (N)	U	N/A	N/A	-		-	-	-	1079	Inf	Inf	0.0%
7/2	A5 (N)	U	N/A	N/A	-		-	-	-	815	Inf	Inf	0.0%
8/1	Adjacent arm 2 Ahead	U	2	N/A	C		1	37	-	519	2065	1308	39.7%
8/2	Adjacent arm 2 Ahead Right	U	2	N/A	C		1	37	-	600	2030	1286	46.7%
8/3	Adjacent arm 2 Right	U	2	N/A	C		1	37	-	248	1960	1241	20.0%
9/1	Adjacent arm 1 Ahead	U	1	N/A	A		1	21	-	378	2015	739	51.2%
9/2	Adjacent arm 1 Ahead Right	U	1	N/A	A		1	21	-	439	1964	720	61.0%
9/3	Adjacent arm 1 Right	U	1	N/A	A		1	21	-	398	1905	699	57.0%

Full Input Data And Results

10/1	A47 Exit (Ped Crossing) Ahead	U	5	N/A	I		1	44	-	662	2115	1586	41.7%
11/1	Adj arm 3 Right	U	3	N/A	E		1	23	-	415	2065	826	50.2%
11/2	Adj arm 3 Right	U	3	N/A	E		1	23	-	525	2065	826	63.6%
12/1	Adj arm 4 Right Ahead	U	4	N/A	G		1	16	-	375	2097	594	63.1%
13/1	A47 Exit	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	1079	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	815	Inf	Inf	0.0%
14/3	Right	U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5	-	J		1	4	-	0	-	4800	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	K		1	17	-	0	-	20400	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: Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**22.2**	**10.6**	**0.0**	**32.8**	**-**	**-**	**-**	**-**
Dodwells Roundabout	**-**	**-**	**0**	**0**	**0**	**22.2**	**10.6**	**0.0**	**32.8**	**-**	**-**	**-**	**-**
1/2+1/1	741	741	-	-	-	2.4	1.4	-	3.8 (1.3+2.6)	18.7 (18.5:18.7)	8.7	1.4	10.1
2/2+2/1	607	607	-	-	-	3.5	1.0	-	4.5 (2.0+2.5)	26.9 (26.4:27.3)	5.0	1.0	6.0
3/1+3/2	1329	1329	-	-	-	5.0	1.3	-	6.3 (3.1+3.1)	17.0 (17.0:17.0)	9.1	1.3	10.4
4/1	669	669	-	-	-	1.6	0.7	-	2.3	12.6	7.2	0.7	8.0
4/2+4/3	833	833	-	-	-	1.6	0.7	-	2.4 (1.3+1.1)	10.2 (10.3:10.1)	4.0	0.7	4.7
5/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1079	1079	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	815	815	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	519	519	-	-	-	0.5	0.3	-	0.9	6.1	3.3	0.3	3.6
8/2	600	600	-	-	-	0.6	0.4	-	1.0	6.2	3.5	0.4	3.9
8/3	248	248	-	-	-	0.4	0.1	-	0.5	7.5	3.3	0.1	3.4
9/1	378	378	-	-	-	1.1	0.5	-	1.6	15.2	2.7	0.5	3.2
9/2	439	439	-	-	-	1.1	0.8	-	1.9	15.4	2.1	0.8	2.9
9/3	398	398	-	-	-	1.0	0.7	-	1.7	15.0	2.0	0.7	2.6
10/1	662	662	-	-	-	0.2	0.4	-	0.6	3.1	1.3	0.4	1.7
11/1	415	415	-	-	-	0.4	0.5	-	0.9	8.1	2.9	0.5	3.4
11/2	525	525	-	-	-	0.6	0.9	-	1.5	10.4	5.0	0.9	5.9
12/1	375	375	-	-	-	2.0	0.8	-	2.8	27.3	5.9	0.8	6.8

Full Input Data And Results

13/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1079	1079	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	815	815	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/3	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	21.2	Total Delay for Signalled Lanes (pcuHr):	8.98	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	22.0	Total Delay for Signalled Lanes (pcuHr):	6.96	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	23.9	Total Delay for Signalled Lanes (pcuHr):	8.74	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	42.6	Total Delay for Signalled Lanes (pcuHr):	7.54	Cycle Time (s):	60
C1	Stream: 5 PRC for Signalled Lanes (%):	115.7	Total Delay for Signalled Lanes (pcuHr):	0.57	Cycle Time (s):	60
	PRC Over All Lanes (%):	21.2	Total Delay Over All Lanes(pcuHr):	32.79		