

Tritax Symmetry (Hinckley) Limited
**HINCKLEY NATIONAL
RAIL FREIGHT INTERCHANGE**

**The Hinckley National Rail Freight
Interchange Development Consent Order**

Project reference TR050007

M1 J21 Modelling Note (Appendices)

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Planning Act 2008

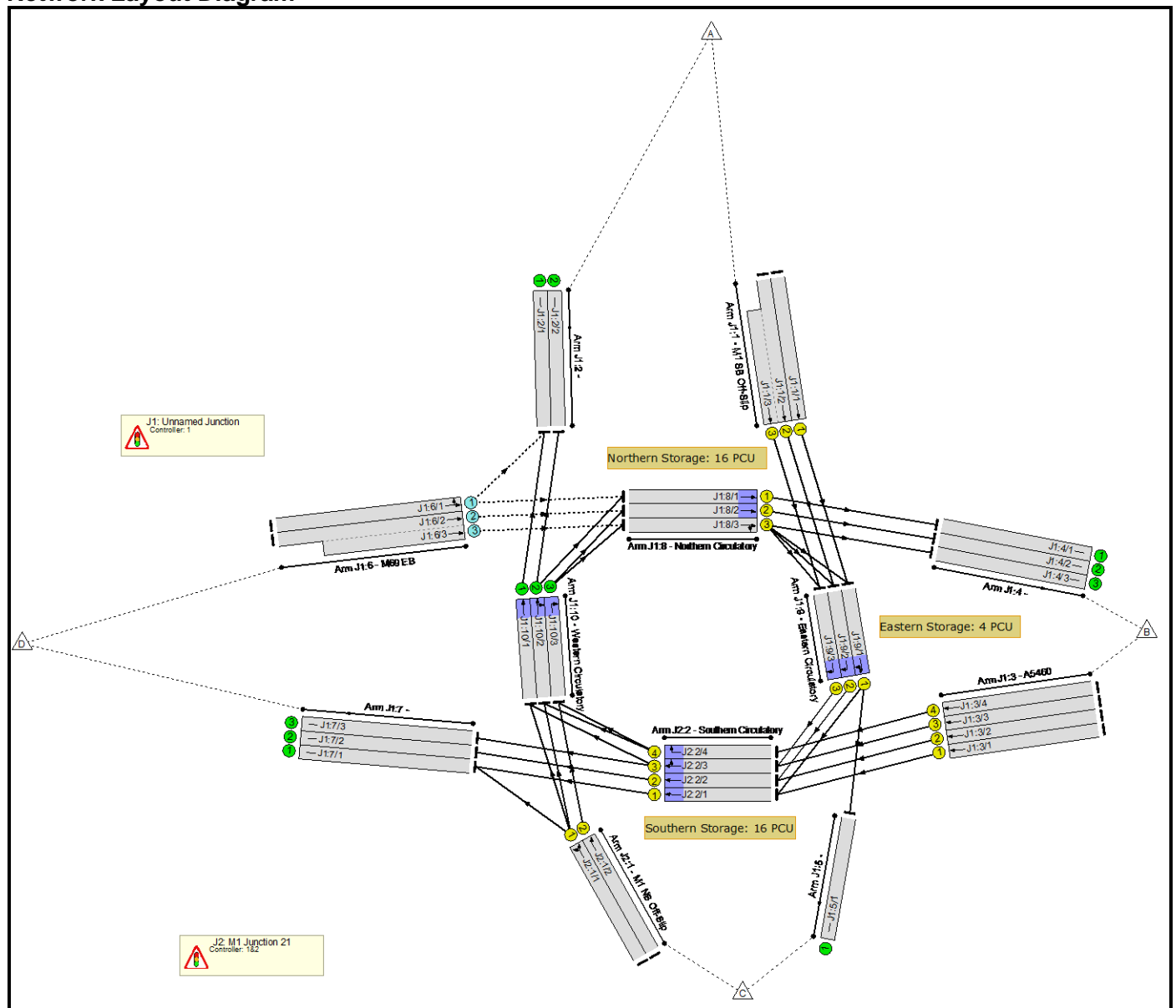
The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations
2009 Regulation 5(2)(q)

Full Input Data And Results
Full Input Data And Results

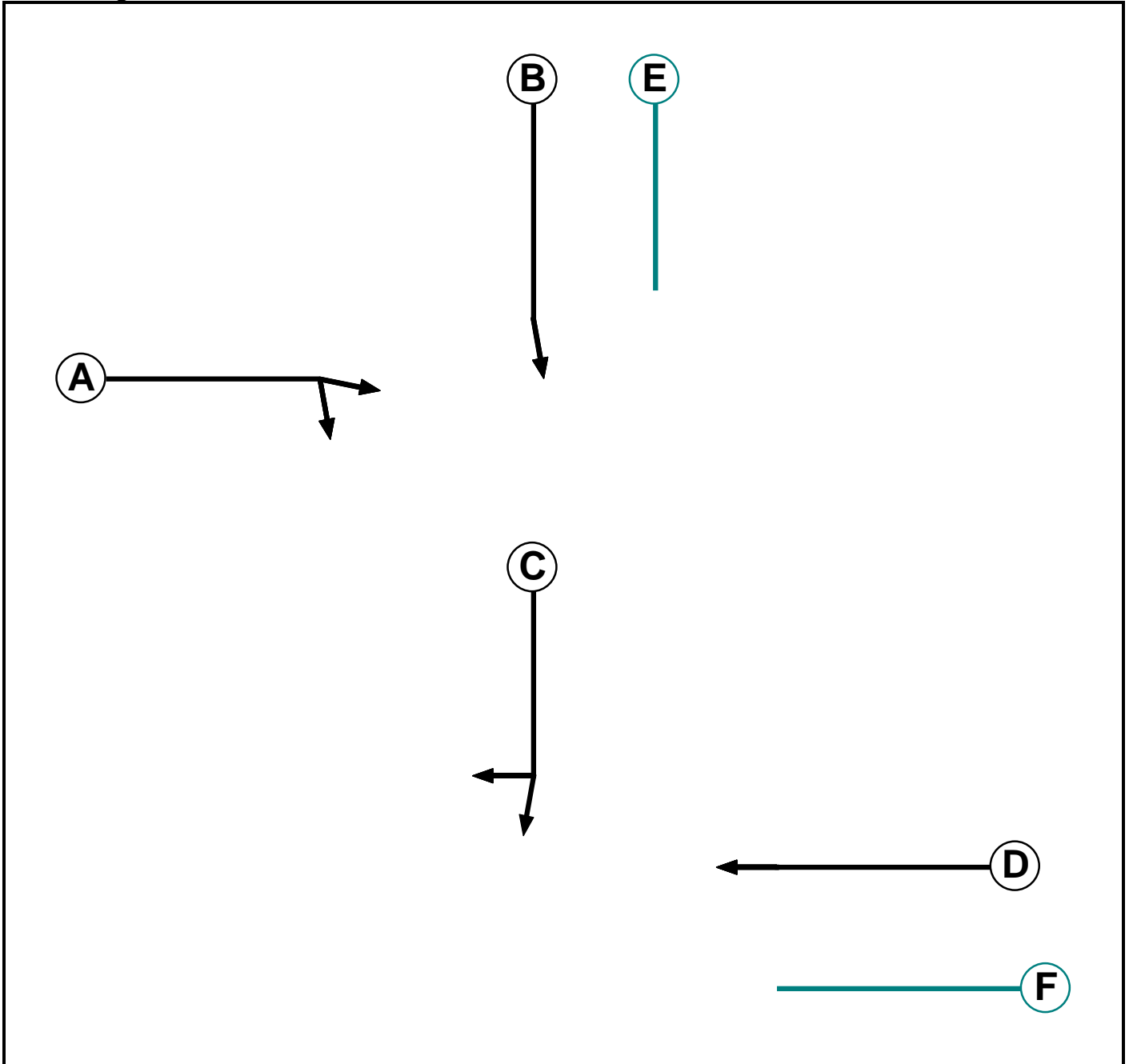
User and Project Details

Project:	HNRFI
Title:	M1 Junction 21
Location:	
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Network Layout Diagram



**C1
Phase Diagram**



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Dummy	1		0	0
F	Dummy	2		0	0

Full Input Data And Results

Phase Intergrens Matrix

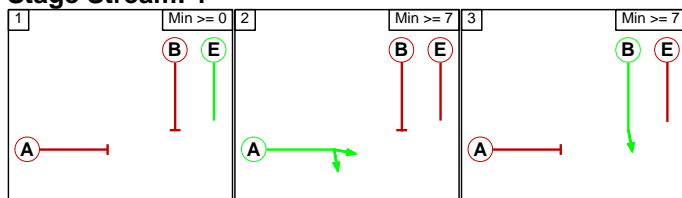
Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		6	-	-	3	-
	B	6		-	-	3	-
	C	-	-		6	-	3
	D	-	-	6		-	3
	E	2	2	-	-		-
	F	-	-	2	2	-	

Phases in Stage

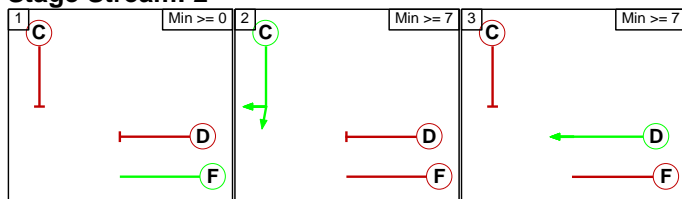
Stream	Stage No.	Phases in Stage
1	1	E
1	2	A
1	3	B
2	1	F
2	2	C
2	3	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Full Input Data And Results

Prohibited Stage Change

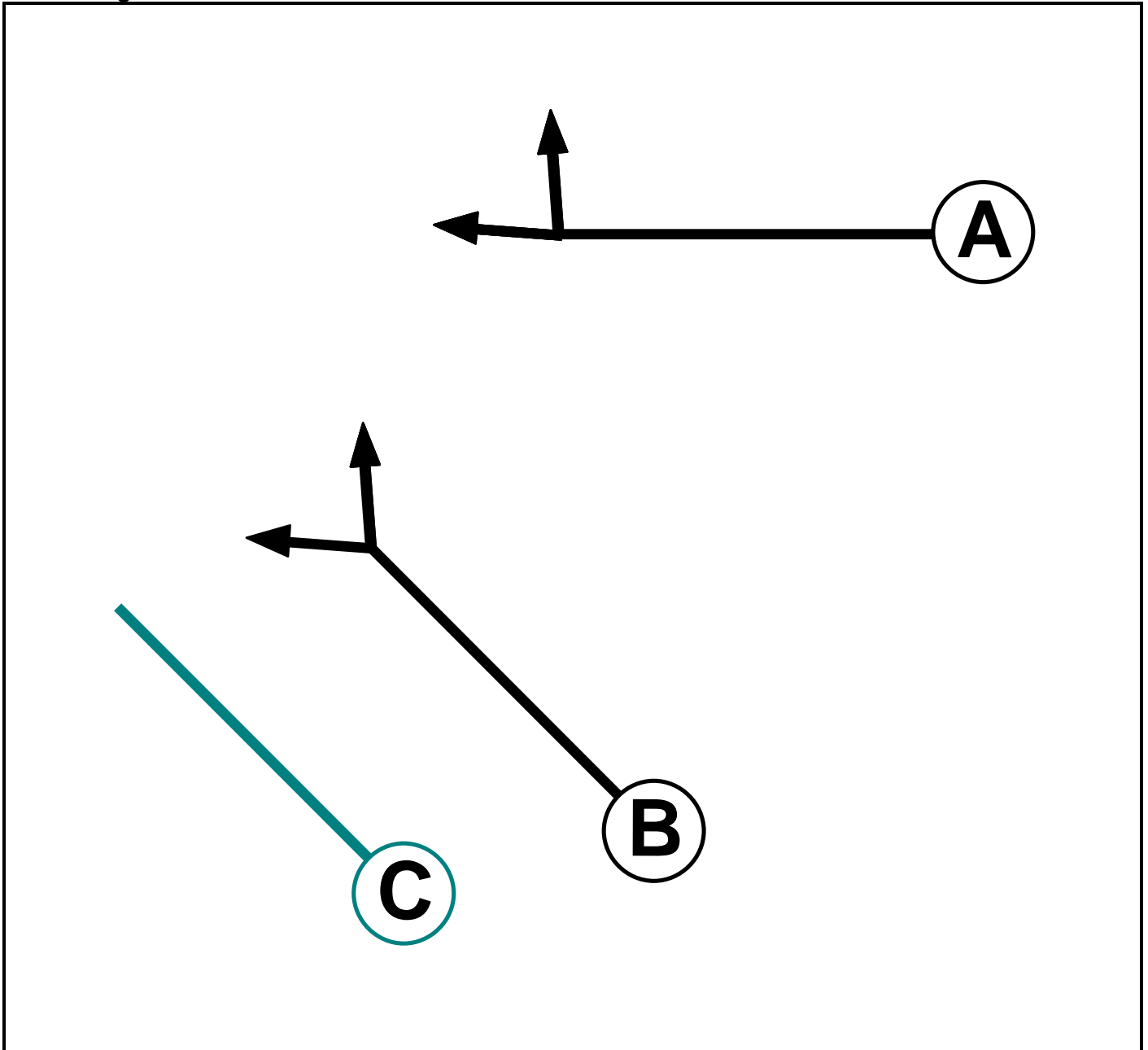
Stage Stream: 1

		To Stage		
		1	2	3
From Stage	1	■	2	2
	2	3	■	6
	3	3	6	■

Stage Stream: 2

		To Stage		
		1	2	3
From Stage	1	■	2	2
	2	3	■	6
	3	3	6	■

C2
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Dummy	1		0	0

Full Input Data And Results

Phase Intergrens Matrix

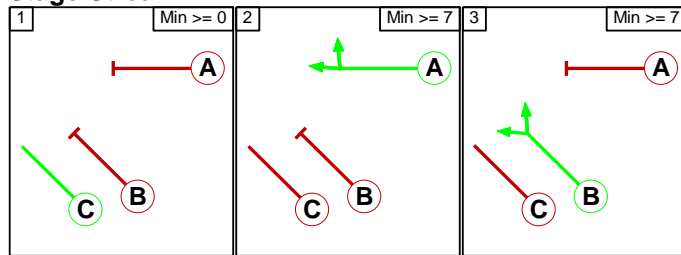
Terminating Phase	Starting Phase			
		A	B	C
	A		6	3
	B	6		3
C	2	2		

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	C
1	2	A
1	3	B

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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
	1		2	2
	2	3		6
3	3	6		

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: 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)
J1:6/1 (M69 EB)	J1:2/1 (Left)	1080	0	J1:10/1	0.33	All	-	-	-	-	-
				J1:10/2	0.33	All					
				J1:10/3	0.33	All					
J1:6/2 (M69 EB)	J1:8/1 (Ahead)	1080	0	J1:10/1	0.33	All	-	-	-	-	-
				J1:10/2	0.33	All					
				J1:10/3	0.33	All					
	J1:8/2 (Ahead)	1080	0	J1:10/1	0.33	All					
				J1:10/2	0.33	All					
				J1:10/3	0.33	All					
J1:6/3 (M69 EB)	J1:8/3 (Ahead)	1080	0	J1:10/1	0.33	All	-	-	-	-	-
				J1:10/2	0.33	All					
				J1:10/3	0.33	All					

Junction: J2: M1 Junction 21

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: 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)
J1:1/1 (M1 SB Off-Slip)	U	B	2	3	47.0	Geom	-	3.65	0.00	Y	Arm J1:9 Ahead	656.00
J1:1/2 (M1 SB Off-Slip)	U	B	2	3	47.0	Geom	-	3.65	0.00	N	Arm J1:9 Ahead	652.00
J1:1/3 (M1 SB Off-Slip)	U	B	2	3	17.0	Geom	-	3.50	0.00	Y	Arm J1:9 Ahead	648.00
J1:2/1	U		2	3	8.7	Inf	-	-	-	-	-	-
J1:2/2	U		2	3	8.7	Inf	-	-	-	-	-	-
J1:3/1 (A5460)	U	D	2	3	51.0	Geom	-	3.50	0.00	Y	Arm J2:2 Ahead	208.00
J1:3/2 (A5460)	U	D	2	3	51.0	Geom	-	3.50	0.00	Y	Arm J2:2 Ahead	205.00
J1:3/3 (A5460)	U	D	2	3	51.0	Geom	-	3.50	0.00	N	Arm J2:2 Ahead	201.00
J1:3/4 (A5460)	U	D	2	3	51.0	Geom	-	3.50	0.00	Y	Arm J2:2 Ahead	198.00
J1:4/1	U		2	3	14.1	Inf	-	-	-	-	-	-
J1:4/2	U		2	3	14.1	Inf	-	-	-	-	-	-
J1:4/3	U		2	3	14.1	Inf	-	-	-	-	-	-
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1 (M69 EB)	O		2	3	60.0	User	2000	-	-	-	-	-
J1:6/2 (M69 EB)	O		2	3	60.0	User	2000	-	-	-	-	-
J1:6/3 (M69 EB)	O		2	3	15.0	User	1600	-	-	-	-	-
J1:7/1	U		2	3	4.3	Inf	-	-	-	-	-	-
J1:7/2	U		2	3	4.3	Inf	-	-	-	-	-	-
J1:7/3	U		2	3	4.3	Inf	-	-	-	-	-	-
J1:8/1 (Northern Circulatory)	U	A	2	3	23.7	Geom	-	3.30	0.00	Y	Arm J1:4 Ahead	259.00
J1:8/2 (Northern Circulatory)	U	A	2	3	24.7	Geom	-	3.30	0.00	N	Arm J1:4 Ahead	255.00
J1:8/3 (Northern Circulatory)	U	A	2	3	21.0	Geom	-	3.30	0.00	Y	Arm J1:4 Ahead	Inf
											Arm J1:9 Right	251.00

Full Input Data And Results

J1:9/1 (Eastern Circulatory)	U	C	2	3	5.2	Geom	-	3.65	0.00	Y	Arm J1:5 Ahead	Inf
											Arm J2:2 Right	73.00
J1:9/2 (Eastern Circulatory)	U	C	2	3	5.2	Geom	-	3.30	0.00	N	Arm J2:2 Right	55.00
J1:9/3 (Eastern Circulatory)	U	C	2	3	5.2	Geom	-	3.30	0.00	Y	Arm J2:2 Right	51.00
J1:10/1 (Western Circulatory)	U		2	3	13.0	Geom	-	3.65	0.00	Y	Arm J1:2 Ahead	62.50
J1:10/2 (Western Circulatory)	U		2	3	13.0	Geom	-	3.65	0.00	N	Arm J1:2 Ahead	Inf
											Arm J1:8 Right	63.50
J1:10/3 (Western Circulatory)	U		2	3	13.0	Geom	-	3.65	0.00	Y	Arm J1:8 Right	60.00

Junction: J2: M1 Junction 21

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 (M1 NB Off-Slip)	U	B	2	3	48.7	Geom	-	3.50	0.00	Y	Arm J1:7 Left	Inf
											Arm J1:10 Ahead	81.00
J2:1/2 (M1 NB Off-Slip)	U	B	2	3	48.7	Geom	-	3.50	0.00	N	Arm J1:10 Ahead	153.00
J2:2/1 (Southern Circulatory)	U	A	2	3	17.4	Geom	-	3.25	0.00	Y	Arm J1:7 Ahead	Inf
J2:2/2 (Southern Circulatory)	U	A	2	3	22.6	Geom	-	3.50	0.00	N	Arm J1:7 Ahead	146.00
J2:2/3 (Southern Circulatory)	U	A	2	3	23.5	Geom	-	3.50	0.00	N	Arm J1:7 Ahead	Inf
											Arm J1:10 Right	131.00
J2:2/4 (Southern Circulatory)	U	A	2	3	19.1	Geom	-	3.50	0.00	Y	Arm J1:10 Right	105.00

Full Input Data And Results

Junction: J1: Unnamed Junction													
Lane	Custom Occupancy per Flow Group (PCU)												
	2023 AM Survey	2023 PM Survey	2036 WoD AM (Sens)	2036 WoD PM (Sens)	2036 WD AM (Sens)	2036 WD PM (Sens)	2036 WoD + Dev AM (Sens)	2036 WoD + Dev DM (Sens)	Dev Flows AM	Dev Flows PM	2036 WoD PM (Sens) (M1 No Block)	2036 WD PM (Sens) (M1 No Block)	2036 WoD + Dev DM (Sens) (M1 No Block)
J1:1/3 (M1 SB Off-Slip Lane 3)	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
J1:6/3 (M69 EB Lane 3)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
3: '2036 WoD AM (Sens)'	07:30	08:30	01:00	
4: '2036 WoD PM (Sens)'	16:30	17:30	01:00	

Scenario 3: '2036 WoD AM (Sens)' (FG3: '2036 WoD AM (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	6	0	1	1555	1562	
B	1859	0	0	1403	3262	
C	0	444	2	3	449	
D	0	1332	3	2	1337	
Tot.	1865	1776	6	2963	6610	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2036 WoD AM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	521
J1:1/2 (with short)	1041(In) 520(Out)
J1:1/3 (short)	521
J1:2/1	936
J1:2/2	929
J1:3/1	701
J1:3/2	702
J1:3/3	930
J1:3/4	929
J1:4/1	667
J1:4/2	557
J1:4/3	552
J1:5/1	6
J1:6/1	445
J1:6/2 (with short)	892(In) 446(Out)
J1:6/3 (short)	446
J1:7/1	1225
J1:7/2	1223
J1:7/3	515
J1:8/1	667
J1:8/2	557
J1:8/3	559
J1:9/1	527
J1:9/2	521
J1:9/3	521
J1:10/1	936
J1:10/2	1151
J1:10/3	224
Junction: J2: M1 Junction 21	
J2:1/1	225
J2:1/2	224
J2:2/1	1222
J2:2/2	1223
J2:2/3	1451
J2:2/4	929

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB Off-Slip)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB Off-Slip)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB Off-Slip)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	205.00	100.0 %	1951	1951
J1:3/3 (A5460)	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1 (M69 EB Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:6/2 (M69 EB Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:6/3 (M69 EB Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2 (Northern Circulatory)	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	98.7 %	1945	1945
J1:9/1 (Eastern Circulatory)	3.65	0.00	Y	Arm J1:9 Right	251.00	1.3 %		
				Arm J1:5 Ahead	Inf	1.1 %	1941	1941
J1:9/2 (Eastern Circulatory)	3.30	0.00	N	Arm J2:2 Right	73.00	98.9 %		
J1:9/3 (Eastern Circulatory)	3.30	0.00	Y	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:10/1 (Western Circulatory)	3.65	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1 (Western Circulatory)	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934

Full Input Data And Results

J1:10/2 (Western Circulatory)	3.65	0.00	N	Arm J1:2 Ahead	Inf	80.7 %	2110	2110
				Arm J1:8 Right	63.50	19.3 %		
J1:10/3 (Western Circulatory)	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932

Junction: J2: M1 Junction 21								
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 (M1 NB Off-Slip)	3.50	0.00	Y	Arm J1:7 Left	Inf	1.3 %	1930	1930
				Arm J1:10 Ahead	81.00	98.7 %		
J2:1/2 (M1 NB Off-Slip)	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:2/1 (Southern Circulatory)	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	Inf	35.5 %	2090	2090
				Arm J1:10 Right	131.00	64.5 %		
J2:2/4 (Southern Circulatory)	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 4: '2036 WoD PM (Sens)' (FG4: '2036 WoD PM (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	22	0	1	1502	1525
	B	1633	0	0	1416	3049
	C	0	456	0	13	469
	D	0	753	4	0	757
	Tot.	1655	1209	5	2931	5800

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2036 WoD PM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	508
J1:1/2 (with short)	1017(In) 509(Out)
J1:1/3 (short)	508
J1:2/1	838
J1:2/2	817
J1:3/1	708
J1:3/2	708
J1:3/3	816
J1:3/4	817
J1:4/1	475
J1:4/2	369
J1:4/3	365
J1:5/1	5
J1:6/1	253
J1:6/2 (with short)	504(In) 252(Out)
J1:6/3 (short)	252
J1:7/1	1228
J1:7/2	1217
J1:7/3	486
J1:8/1	475
J1:8/2	369
J1:8/3	369
J1:9/1	512
J1:9/2	509
J1:9/3	508
J1:10/1	838
J1:10/2	1039
J1:10/3	234
Junction: J2: M1 Junction 21	
J2:1/1	235
J2:1/2	234
J2:2/1	1215
J2:2/2	1217
J2:2/3	1324
J2:2/4	817

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB Off-Slip)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB Off-Slip)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB Off-Slip)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	205.00	100.0 %	1951	1951
J1:3/3 (A5460)	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1 (M69 EB Lane 1)	This lane uses a directly entered Saturation Flow						430	430
J1:6/2 (M69 EB Lane 2)	This lane uses a directly entered Saturation Flow						455	455
J1:6/3 (M69 EB Lane 3)	This lane uses a directly entered Saturation Flow						475	475
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2 (Northern Circulatory)	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	98.9 %	1945	1945
J1:9/1 (Eastern Circulatory)	3.65	0.00	Y	Arm J1:9 Right	251.00	1.1 %		
J1:9/1 (Eastern Circulatory)	3.65	0.00	Y	Arm J1:5 Ahead	Inf	1.0 %	1941	1941
J1:9/1 (Eastern Circulatory)	3.65	0.00	Y	Arm J2:2 Right	73.00	99.0 %		
J1:9/2 (Eastern Circulatory)	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3 (Eastern Circulatory)	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1 (Western Circulatory)	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934

Full Input Data And Results

J1:10/2 (Western Circulatory)	3.65	0.00	N	Arm J1:2 Ahead	Inf	78.6 %	2109	2109
				Arm J1:8 Right	63.50	21.4 %		
J1:10/3 (Western Circulatory)	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932

Junction: J2: M1 Junction 21								
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 (M1 NB Off-Slip)	3.50	0.00	Y	Arm J1:7 Left	Inf	5.5 %	1931	1931
				Arm J1:10 Ahead	81.00	94.5 %		
J2:1/2 (M1 NB Off-Slip)	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:2/1 (Southern Circulatory)	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	Inf	36.7 %	2090	2090
				Arm J1:10 Right	131.00	63.3 %		
J2:2/4 (Southern Circulatory)	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 5: '2036 WD AM (Sens)' (FG5: '2036 WD AM (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	6	0	1	1556	1563
	B	1847	0	0	1476	3323
	C	0	446	2	3	451
	D	0	1353	3	2	1358
	Tot.	1853	1799	6	3037	6695

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2036 WD AM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	521
J1:1/2 (with short)	1042(In) 521(Out)
J1:1/3 (short)	521
J1:2/1	929
J1:2/2	924
J1:3/1	738
J1:3/2	738
J1:3/3	923
J1:3/4	924
J1:4/1	674
J1:4/2	565
J1:4/3	560
J1:5/1	6
J1:6/1	452
J1:6/2 (with short)	906(In) 453(Out)
J1:6/3 (short)	453
J1:7/1	1262
J1:7/2	1260
J1:7/3	515
J1:8/1	674
J1:8/2	565
J1:8/3	567
J1:9/1	527
J1:9/2	522
J1:9/3	521
J1:10/1	929
J1:10/2	1146
J1:10/3	226
Junction: J2: M1 Junction 21	
J2:1/1	225
J2:1/2	226
J2:2/1	1259
J2:2/2	1260
J2:2/3	1444
J2:2/4	924

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB Off-Slip)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB Off-Slip)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB Off-Slip)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	205.00	100.0 %	1951	1951
J1:3/3 (A5460)	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1 (M69 EB Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:6/2 (M69 EB Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:6/3 (M69 EB Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2 (Northern Circulatory)	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	98.8 %	1945	1945
J1:9/1 (Eastern Circulatory)	3.65	0.00	Y	Arm J1:9 Right	251.00	1.2 %		
				Arm J1:5 Ahead	Inf	1.1 %	1941	1941
J1:9/2 (Eastern Circulatory)	3.30	0.00	N	Arm J2:2 Right	73.00	98.9 %		
J1:9/3 (Eastern Circulatory)	3.30	0.00	Y	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:10/1 (Western Circulatory)	3.65	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1 (Western Circulatory)	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934

Full Input Data And Results

J1:10/2 (Western Circulatory)	3.65	0.00	N	Arm J1:2 Ahead	Inf	80.6 %	2110	2110
				Arm J1:8 Right	63.50	19.4 %		
J1:10/3 (Western Circulatory)	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932

Junction: J2: M1 Junction 21								
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 (M1 NB Off-Slip)	3.50	0.00	Y	Arm J1:7 Left	Inf	1.3 %	1930	1930
				Arm J1:10 Ahead	81.00	98.7 %		
J2:1/2 (M1 NB Off-Slip)	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:2/1 (Southern Circulatory)	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	Inf	35.7 %	2090	2090
				Arm J1:10 Right	131.00	64.3 %		
J2:2/4 (Southern Circulatory)	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 6: '2036 WD PM (Sens)' (FG6: '2036 WD PM (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	22	0	1	1525	1548
	B	1730	0	0	1430	3160
	C	0	473	0	13	486
	D	0	761	4	0	765
	Tot.	1752	1234	5	2968	5959

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2036 WD PM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	516
J1:1/2 (with short)	1032(In) 516(Out)
J1:1/3 (short)	516
J1:2/1	887
J1:2/2	865
J1:3/1	715
J1:3/2	715
J1:3/3	865
J1:3/4	865
J1:4/1	484
J1:4/2	377
J1:4/3	373
J1:5/1	5
J1:6/1	255
J1:6/2 (with short)	510(In) 255(Out)
J1:6/3 (short)	255
J1:7/1	1243
J1:7/2	1231
J1:7/3	494
J1:8/1	484
J1:8/2	377
J1:8/3	377
J1:9/1	520
J1:9/2	516
J1:9/3	516
J1:10/1	887
J1:10/2	1094
J1:10/3	244
Junction: J2: M1 Junction 21	
J2:1/1	242
J2:1/2	244
J2:2/1	1230
J2:2/2	1231
J2:2/3	1381
J2:2/4	865

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB Off-Slip)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB Off-Slip)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB Off-Slip)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	205.00	100.0 %	1951	1951
J1:3/3 (A5460)	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1 (M69 EB Lane 1)	This lane uses a directly entered Saturation Flow						430	430
J1:6/2 (M69 EB Lane 2)	This lane uses a directly entered Saturation Flow						455	455
J1:6/3 (M69 EB Lane 3)	This lane uses a directly entered Saturation Flow						475	475
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2 (Northern Circulatory)	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	98.9 %	1945	1945
J1:9/1 (Eastern Circulatory)	3.65	0.00	Y	Arm J1:9 Right	251.00	1.1 %		
				Arm J1:5 Ahead	Inf	1.0 %	1941	1941
J1:9/2 (Eastern Circulatory)	3.30	0.00	N	Arm J2:2 Right	73.00	99.0 %		
J1:9/3 (Eastern Circulatory)	3.30	0.00	Y	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:10/1 (Western Circulatory)	3.65	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1 (Western Circulatory)	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934

Full Input Data And Results

J1:10/2 (Western Circulatory)	3.65	0.00	N	Arm J1:2 Ahead	Inf	79.1 %	2110	2110
				Arm J1:8 Right	63.50	20.9 %		
J1:10/3 (Western Circulatory)	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932

Junction: J2: M1 Junction 21								
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 (M1 NB Off-Slip)	3.50	0.00	Y	Arm J1:7 Left	Inf	5.4 %	1931	1931
				Arm J1:10 Ahead	81.00	94.6 %		
J2:1/2 (M1 NB Off-Slip)	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:2/1 (Southern Circulatory)	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	Inf	35.8 %	2090	2090
				Arm J1:10 Right	131.00	64.2 %		
J2:2/4 (Southern Circulatory)	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 7: '2036 WoD + Dev AM (Sens)' (FG7: '2036 WoD + Dev AM (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	6	0	1	1624	1631
	B	1859	0	0	1576	3435
	C	0	444	2	3	449
	D	0	1337	3	2	1342
	Tot.	1865	1781	6	3205	6857

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2036 WoD + Dev AM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	544
J1:1/2 (with short)	1087(In) 543(Out)
J1:1/3 (short)	544
J1:2/1	935
J1:2/2	930
J1:3/1	788
J1:3/2	788
J1:3/3	929
J1:3/4	930
J1:4/1	669
J1:4/2	559
J1:4/3	553
J1:5/1	6
J1:6/1	447
J1:6/2 (with short)	895(In) 448(Out)
J1:6/3 (short)	447
J1:7/1	1335
J1:7/2	1332
J1:7/3	538
J1:8/1	669
J1:8/2	559
J1:8/3	560
J1:9/1	550
J1:9/2	544
J1:9/3	544
J1:10/1	935
J1:10/2	1152
J1:10/3	224
Junction: J2: M1 Junction 21	
J2:1/1	225
J2:1/2	224
J2:2/1	1332
J2:2/2	1332
J2:2/3	1473
J2:2/4	930

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB Off-Slip)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB Off-Slip)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB Off-Slip)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	205.00	100.0 %	1951	1951
J1:3/3 (A5460)	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1 (M69 EB Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:6/2 (M69 EB Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:6/3 (M69 EB Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2 (Northern Circulatory)	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	98.8 %	1945	1945
J1:9/1 (Eastern Circulatory)	3.65	0.00	Y	Arm J1:9 Right	251.00	1.3 %		
J1:9/1 (Eastern Circulatory)	3.65	0.00	Y	Arm J1:5 Ahead	Inf	1.1 %	1941	1941
J1:9/1 (Eastern Circulatory)	3.65	0.00	Y	Arm J2:2 Right	73.00	98.9 %		
J1:9/2 (Eastern Circulatory)	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3 (Eastern Circulatory)	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1 (Western Circulatory)	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934

Full Input Data And Results

J1:10/2 (Western Circulatory)	3.65	0.00	N	Arm J1:2 Ahead	Inf	80.7 %	2110	2110
				Arm J1:8 Right	63.50	19.3 %		
J1:10/3 (Western Circulatory)	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932

Junction: J2: M1 Junction 21								
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 (M1 NB Off-Slip)	3.50	0.00	Y	Arm J1:7 Left	Inf	1.3 %	1930	1930
				Arm J1:10 Ahead	81.00	98.7 %		
J2:1/2 (M1 NB Off-Slip)	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:2/1 (Southern Circulatory)	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	Inf	36.5 %	2090	2090
				Arm J1:10 Right	131.00	63.5 %		
J2:2/4 (Southern Circulatory)	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 8: '2036 WoD + Dev PM (Sens)' (FG8: '2036 WoD + Dev DM (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	22	0	1	1571	1594
	B	1633	0	0	1501	3134
	C	0	456	0	13	469
	D	0	873	4	0	877
	Tot.	1655	1329	5	3085	6074

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2036 WoD + Dev PM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	531
J1:1/2 (with short)	1063(In) 532(Out)
J1:1/3 (short)	531
J1:2/1	838
J1:2/2	817
J1:3/1	751
J1:3/2	750
J1:3/3	816
J1:3/4	817
J1:4/1	514
J1:4/2	410
J1:4/3	405
J1:5/1	5
J1:6/1	292
J1:6/2 (with short)	585(In) 293(Out)
J1:6/3 (short)	292
J1:7/1	1294
J1:7/2	1282
J1:7/3	509
J1:8/1	514
J1:8/2	410
J1:8/3	409
J1:9/1	535
J1:9/2	532
J1:9/3	531
J1:10/1	838
J1:10/2	1039
J1:10/3	234
Junction: J2: M1 Junction 21	
J2:1/1	235
J2:1/2	234
J2:2/1	1281
J2:2/2	1282
J2:2/3	1347
J2:2/4	817

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB Off-Slip)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB Off-Slip)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB Off-Slip)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	205.00	100.0 %	1951	1951
J1:3/3 (A5460)	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1 (M69 EB Lane 1)	This lane uses a directly entered Saturation Flow						430	430
J1:6/2 (M69 EB Lane 2)	This lane uses a directly entered Saturation Flow						455	455
J1:6/3 (M69 EB Lane 3)	This lane uses a directly entered Saturation Flow						475	475
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2 (Northern Circulatory)	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	99.0 %	1945	1945
J1:9/1 (Eastern Circulatory)	3.65	0.00	Y	Arm J1:9 Right	251.00	1.0 %		
				Arm J1:5 Ahead	Inf	0.9 %	1940	1940
J1:9/2 (Eastern Circulatory)	3.30	0.00	N	Arm J2:2 Right	73.00	99.1 %		
J1:9/3 (Eastern Circulatory)	3.30	0.00	Y	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:10/1 (Western Circulatory)	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1 (Western Circulatory)	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934

Full Input Data And Results

J1:10/2 (Western Circulatory)	3.65	0.00	N	Arm J1:2 Ahead	Inf	78.6 %	2109	2109
				Arm J1:8 Right	63.50	21.4 %		
J1:10/3 (Western Circulatory)	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932

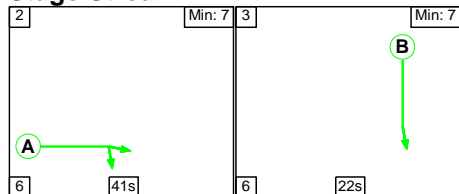
Junction: J2: M1 Junction 21								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M1 NB Off-Slip)	3.50	0.00	Y	Arm J1:7 Left	Inf	5.5 %	1931	1931
				Arm J1:10 Ahead	81.00	94.5 %		
J2:1/2 (M1 NB Off-Slip)	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:2/1 (Southern Circulatory)	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	Inf	37.8 %	2090	2090
				Arm J1:10 Right	131.00	62.2 %		
J2:2/4 (Southern Circulatory)	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 3: '2036 WoD AM (Sens)' (FG3: '2036 WoD AM (Sens)', Plan 1: 'Network Control Plan 1')

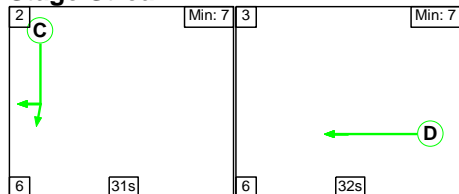
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

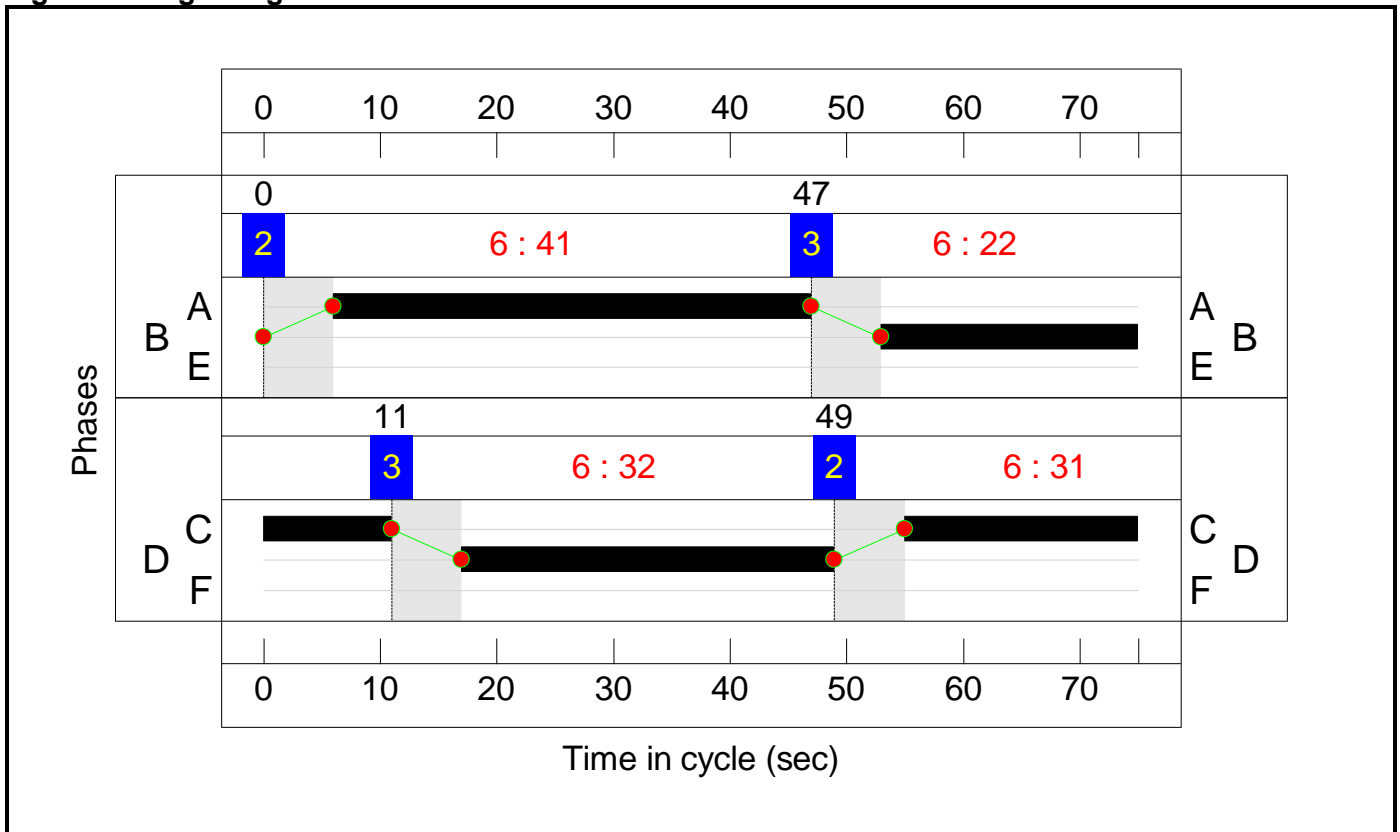
Stage Stream: 1

Stage	2	3
Duration	41	22
Change Point	0	47

Stage Stream: 2

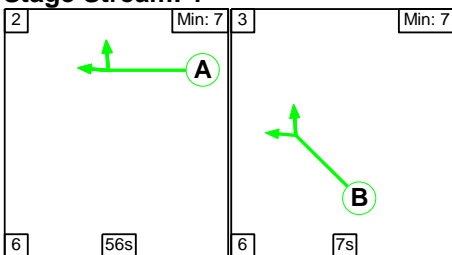
Stage	2	3
Duration	31	32
Change Point	49	11

Signal Timings Diagram



C2 Stage Sequence Diagram

Stage Stream: 1

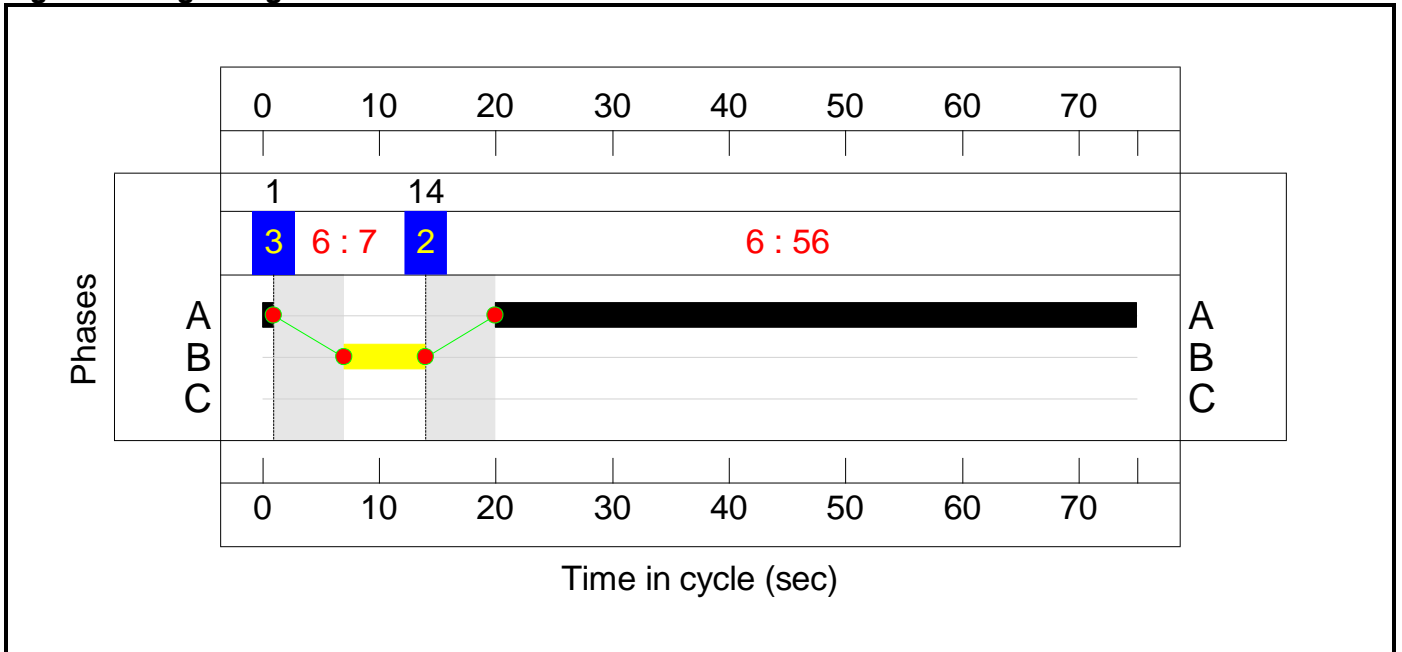


Stage Timings

Stage Stream: 1

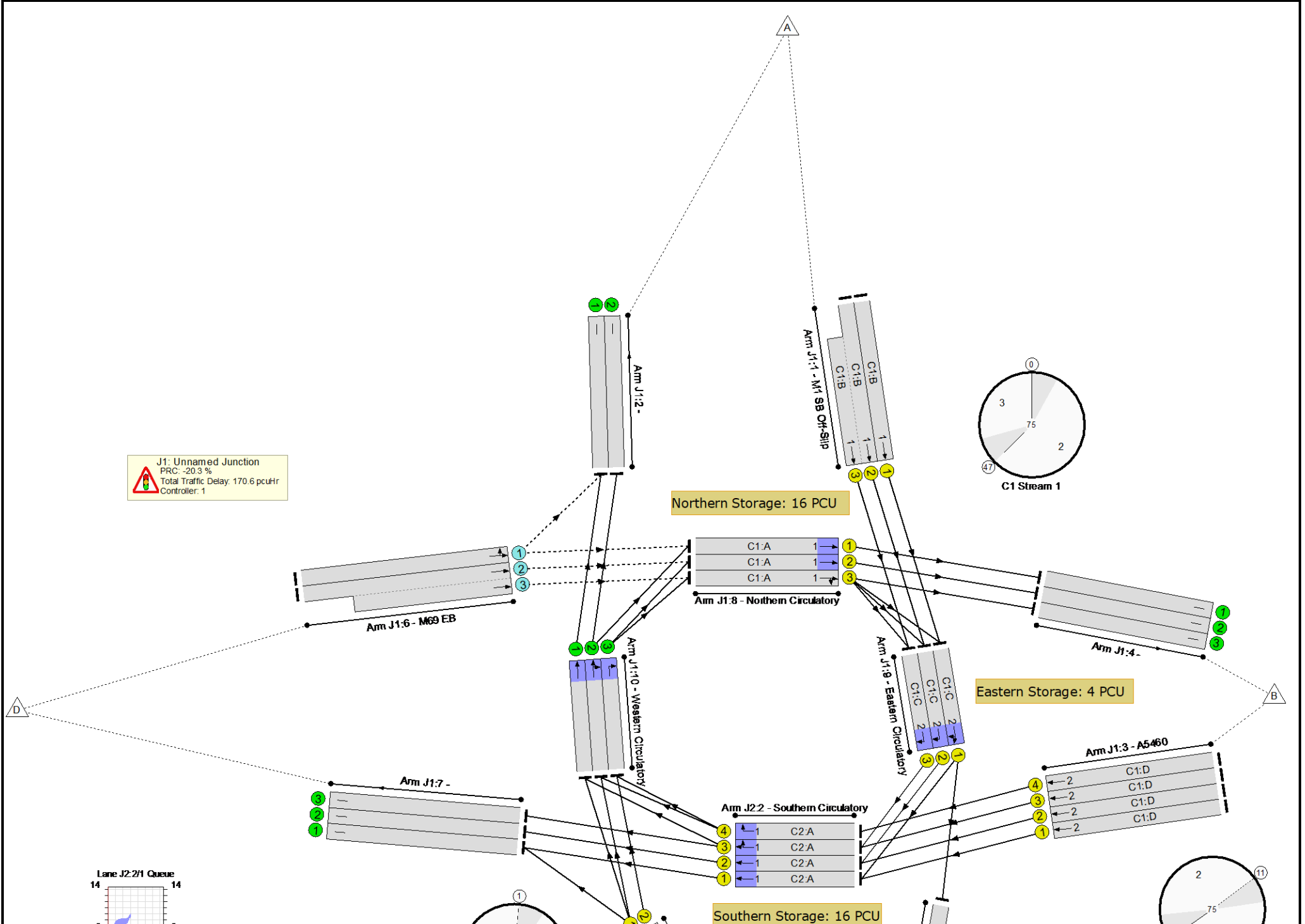
Stage	2	3
Duration	56	7
Change Point	14	1

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	109.3%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	108.3%
1/1	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	22	-	521	1975	606	86.0%
1/2+1/3	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	22	-	1041	2115:1960	649+601	80.2 : 86.7%
2/1		U	N/A	N/A	-		-	-	-	936	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	929	Inf	Inf	0.0%
3/1	A5460 Ahead	U	1:2	N/A	C1:D		1	32	-	701	1951	858	81.7%
3/2	A5460 Ahead	U	1:2	N/A	C1:D		1	32	-	702	1951	858	81.8%
3/3	A5460 Ahead	U	1:2	N/A	C1:D		1	32	-	930	2089	919	101.2%
3/4	A5460 Ahead	U	1:2	N/A	C1:D		1	32	-	929	1950	858	108.3%
4/1		U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
6/1	M69 EB Left Ahead	O	N/A	N/A	-		-	-	-	445	2000	417	106.7%
6/2+6/3	M69 EB Ahead	O	N/A	N/A	-		-	-	-	892	2000:1600	417+417	106.9 : 106.9%
7/1		U	N/A	N/A	-		-	-	-	1225	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1223	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
8/1	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	41	-	667	1934	1083	57.3%

Full Input Data And Results

8/2	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	41	-	557	2073	1161	45.4%
8/3	Northern Circulatory Ahead Right	U	1:1	N/A	C1:A		1	41	-	559	1945	1089	48.6%
9/1	Eastern Circulatory Ahead Right	U	1:2	N/A	C1:C		1	31	-	527	1941	828	63.6%
9/2	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	31	-	521	2030	866	60.1%
9/3	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	31	-	521	1889	806	64.6%
10/1	Western Circulatory Ahead	U	N/A	N/A	-		-	-	-	936	1934	1934	47.8%
10/2	Western Circulatory Ahead Right	U	N/A	N/A	-		-	-	-	1151	2110	2110	50.3%
10/3	Western Circulatory Right	U	N/A	N/A	-		-	-	-	224	1932	1932	11.5%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	109.3%
1/1	M1 NB Off-Slip Left Ahead	U	2:1	N/A	C2:B		1	7	-	225	1930	206	109.3%
1/2	M1 NB Off-Slip Ahead	U	2:1	N/A	C2:B		1	7	-	224	2085	222	100.7%
2/1	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	56	-	1222	1940	1474	82.9%
2/2	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	56	-	1223	2084	1584	77.2%
2/3	Southern Circulatory Ahead Right	U	2:1	N/A	C2:A		1	56	-	1451	2090	1588	90.7%
2/4	Southern Circulatory Right	U	2:1	N/A	C2:A		1	56	-	929	1937	1472	58.3%

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: M1 Junction 21	-	-	2085	0	0	51.1	159.9	0.0	211.0	-	-	-	-
J1: Unnamed Junction	-	-	2085	0	0	41.6	129.0	0.0	170.6	-	-	-	-
1/1	521	521	-	-	-	3.5	2.9	-	6.4	44.4	10.1	2.9	13.0
1/2+1/3	1041	1041	-	-	-	7.0	2.4	-	9.4 (4.7+4.8)	32.7 (32.3:33.0)	10.1	2.4	12.6
2/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	701	701	-	-	-	3.6	2.2	-	5.7	29.5	12.7	2.2	14.8
3/2	702	702	-	-	-	3.6	2.2	-	5.8	29.6	12.7	2.2	14.9
3/3	930	919	-	-	-	5.8	18.2	-	24.0	92.8	19.6	18.2	37.8
3/4	929	858	-	-	-	7.7	41.1	-	48.8	189.2	20.8	41.1	62.0
4/1	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	445	417	417	0	0	2.9	19.6	-	22.5	182.1	22.6	19.6	42.3
6/2+6/3	892	834	1668	0	0	5.8	35.3	-	41.1 (20.5+20.5)	165.8 (165.8:165.8)	22.7	35.3	57.9
7/1	1225	1225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1223	1223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	620	620	-	-	-	0.5	0.7	-	1.2	6.8	1.4	0.7	2.0
8/2	527	527	-	-	-	0.5	0.4	-	0.9	6.2	1.3	0.4	1.7
8/3	529	529	-	-	-	0.4	0.5	-	0.8	5.8	1.0	0.5	1.5
9/1	527	527	-	-	-	0.0	0.9	-	0.9	6.2	0.1	0.9	1.0
9/2	521	521	-	-	-	0.0	0.8	-	0.8	5.4	0.3	0.8	1.0

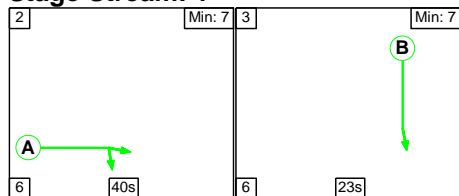
Full Input Data And Results

9/3	521	521	-	-	-	0.0	0.9	-	0.9	6.5	0.3	0.9	1.2
10/1	925	925	-	-	-	0.2	0.5	-	0.6	2.5	0.9	0.5	1.4
10/2	1061	1061	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
10/3	222	222	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: M1 Junction 21	-	-	0	0	0	9.5	30.9	0.0	40.4	-	-	-	-
1/1	225	206	-	-	-	2.8	13.7	-	16.5	264.1	5.1	13.7	18.8
1/2	224	222	-	-	-	2.1	7.9	-	10.0	161.4	4.7	7.9	12.6
2/1	1222	1222	-	-	-	1.3	2.4	-	3.7	10.9	6.0	2.4	8.4
2/2	1223	1223	-	-	-	1.5	1.7	-	3.1	9.2	7.6	1.7	9.3
2/3	1440	1440	-	-	-	1.7	4.6	-	6.3	15.8	9.0	4.6	13.6
2/4	858	858	-	-	-	0.0	0.7	-	0.7	3.0	0.1	0.7	0.7

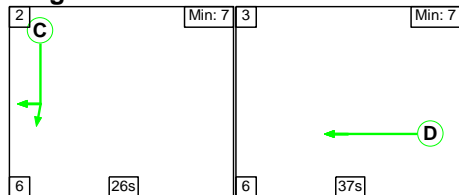
C1	Stream: 1 PRC for Signalled Lanes (%)	3.8	Total Delay for Signalled Lanes (pcuHr)	18.81	Cycle Time (s)	75
C1	Stream: 2 PRC for Signalled Lanes (%)	-20.3	Total Delay for Signalled Lanes (pcuHr)	86.94	Cycle Time (s)	75
C2	Stream: 1 PRC for Signalled Lanes (%)	-21.4	Total Delay for Signalled Lanes (pcuHr)	40.39	Cycle Time (s)	75
	PRC Over All Lanes (%)	-21.4	Total Delay Over All Lanes (pcuHr)	210.96		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

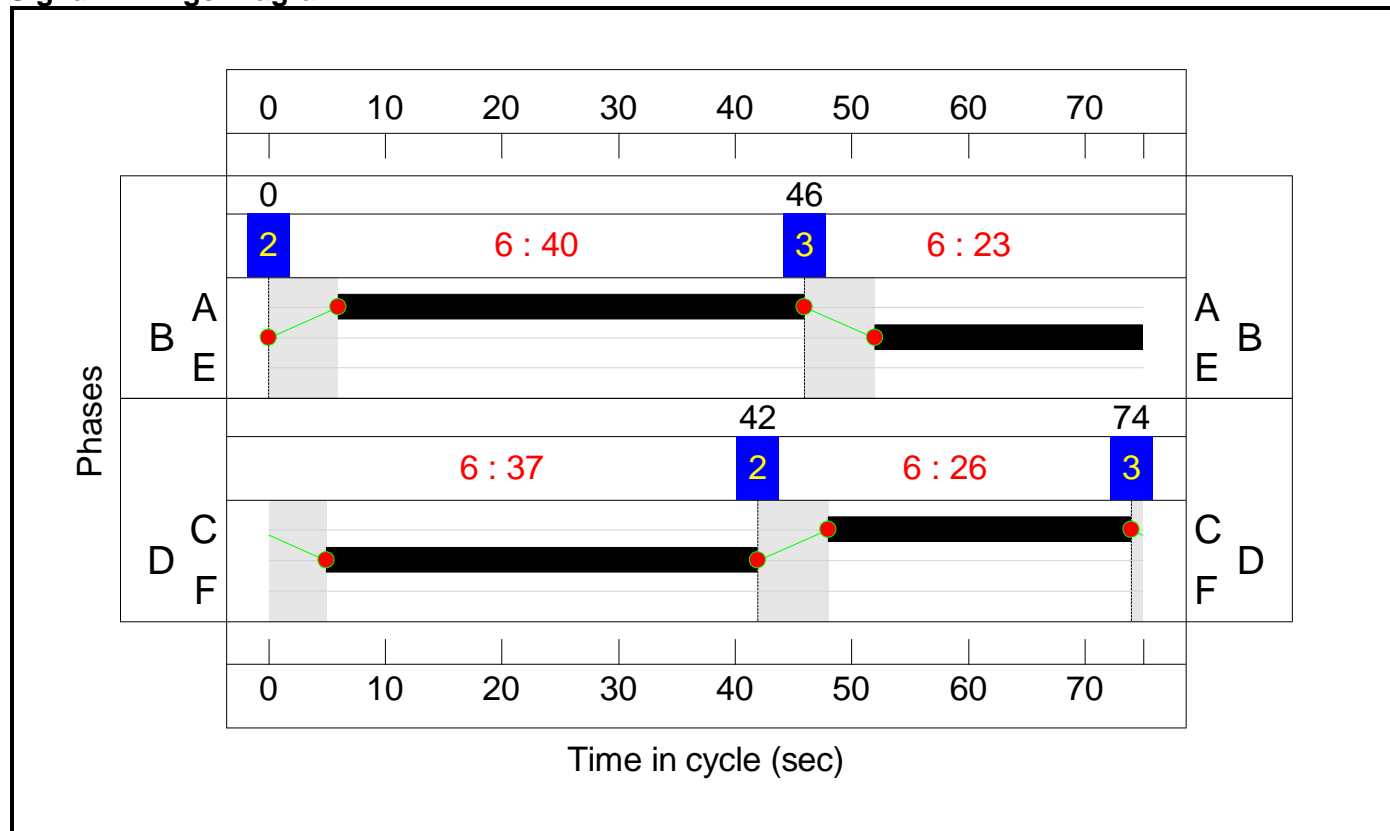
Stage Stream: 1

Stage	2	3
Duration	40	23
Change Point	0	46

Stage Stream: 2

Stage	2	3
Duration	26	37
Change Point	42	74

Signal Timings Diagram

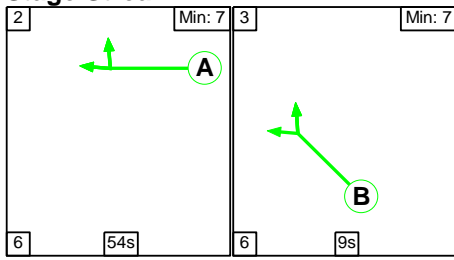


Full Input Data And Results

C2

Stage Sequence Diagram

Stage Stream: 1

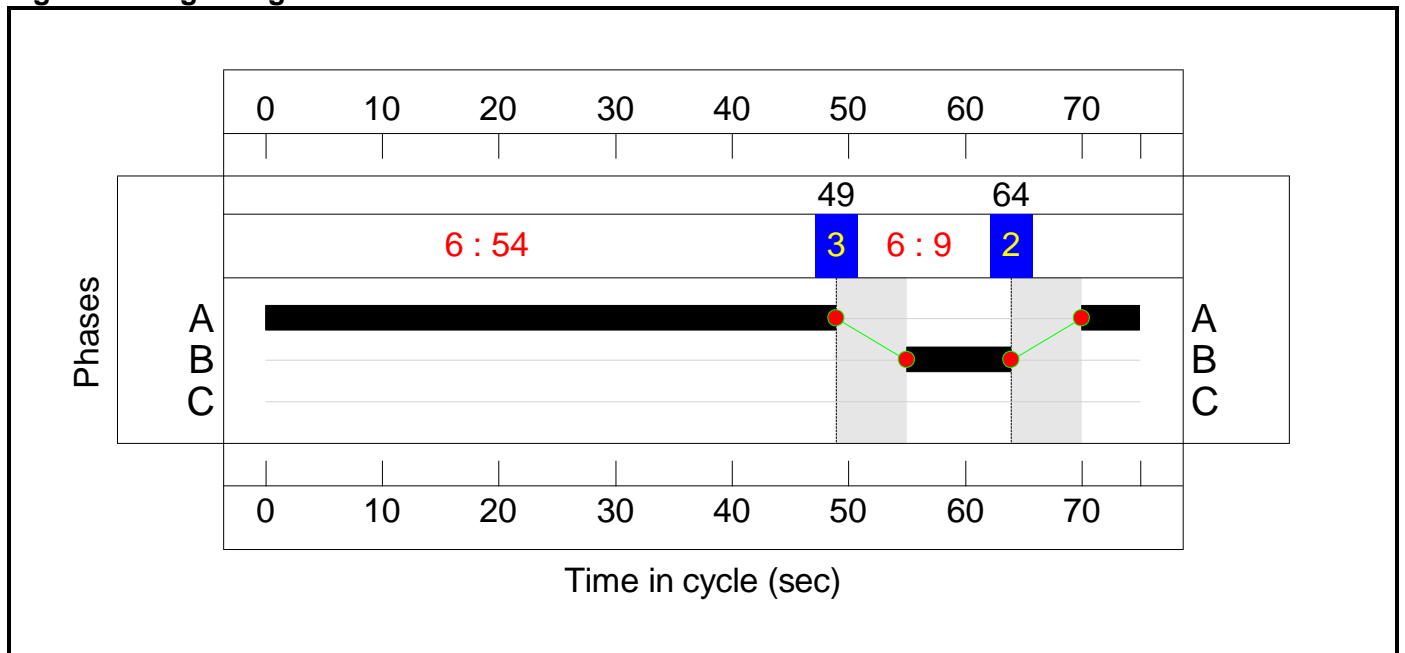


Stage Timings

Stage Stream: 1

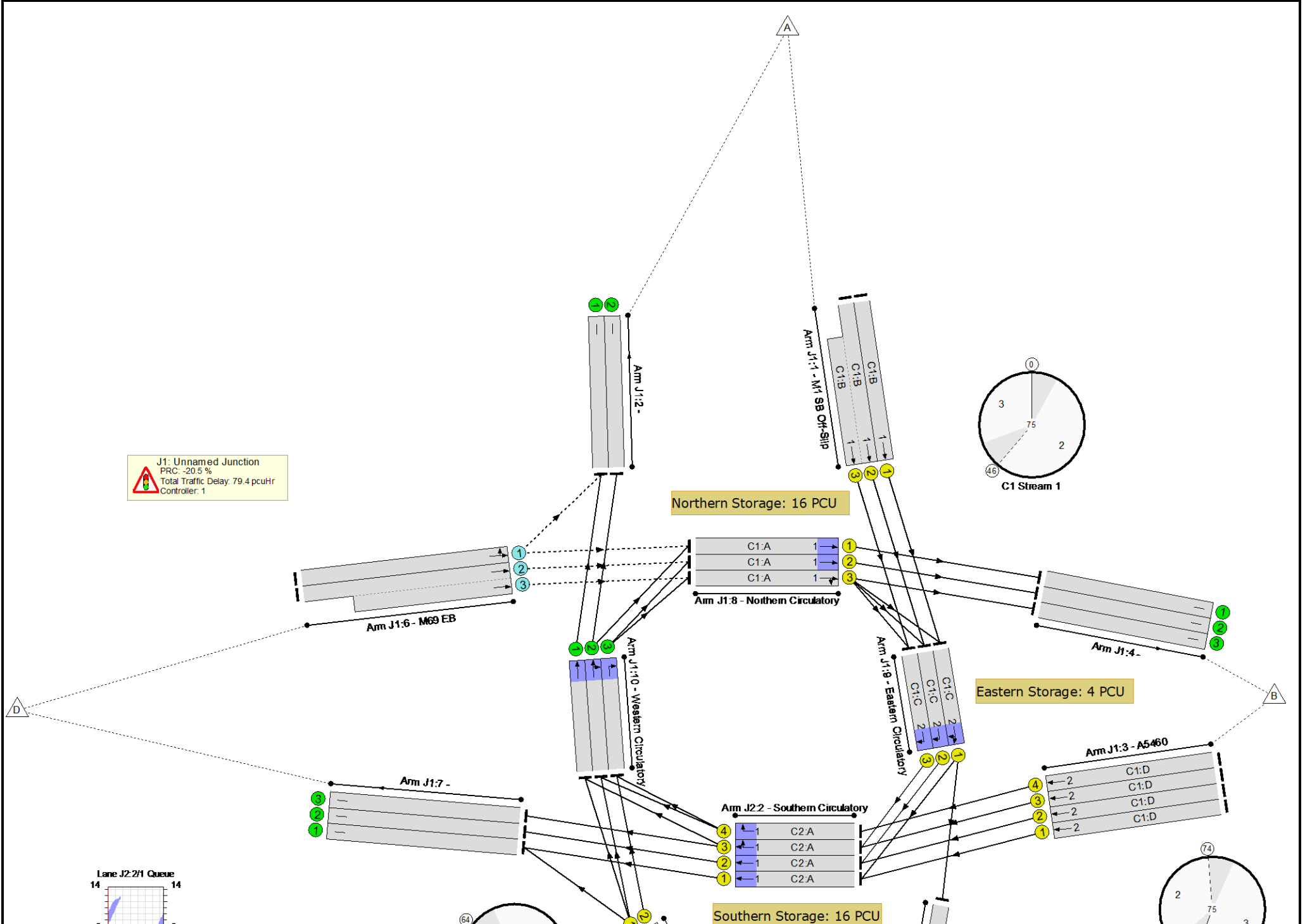
Stage	2	3
Duration	54	9
Change Point	64	49

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	108.4%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	108.4%
1/1	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	23	-	508	1975	632	80.4%
1/2+1/3	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	23	-	1017	2115:1960	677+627	75.2 : 81.0%
2/1		U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
3/1	A5460 Ahead	U	1:2	N/A	C1:D		1	37	-	708	1951	989	71.6%
3/2	A5460 Ahead	U	1:2	N/A	C1:D		1	37	-	708	1951	989	71.6%
3/3	A5460 Ahead	U	1:2	N/A	C1:D		1	37	-	816	2089	1058	77.1%
3/4	A5460 Ahead	U	1:2	N/A	C1:D		1	37	-	817	1950	988	82.7%
4/1		U	N/A	N/A	-		-	-	-	475	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
6/1	M69 EB Left Ahead	O	N/A	N/A	-		-	-	-	253	430	245	103.1%
6/2+6/3	M69 EB Ahead	O	N/A	N/A	-		-	-	-	504	455:475	232+232	108.4 : 108.4%
7/1		U	N/A	N/A	-		-	-	-	1228	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1217	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
8/1	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	40	-	475	1934	1057	44.2%

Full Input Data And Results

8/2	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	40	-	369	2073	1133	30.8%
8/3	Northern Circulatory Ahead Right	U	1:1	N/A	C1:A		1	40	-	369	1945	1063	32.9%
9/1	Eastern Circulatory Ahead Right	U	1:2	N/A	C1:C		1	26	-	512	1941	699	73.2%
9/2	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	26	-	509	2030	731	69.6%
9/3	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	26	-	508	1889	680	74.7%
10/1	Western Circulatory Ahead	U	N/A	N/A	-		-	-	-	838	1934	1934	43.3%
10/2	Western Circulatory Ahead Right	U	N/A	N/A	-		-	-	-	1039	2109	2109	49.3%
10/3	Western Circulatory Right	U	N/A	N/A	-		-	-	-	234	1932	1932	12.1%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
1/1	M1 NB Off-Slip Left Ahead	U	2:1	N/A	C2:B		1	9	-	235	1931	257	91.3%
1/2	M1 NB Off-Slip Ahead	U	2:1	N/A	C2:B		1	9	-	234	2085	278	84.2%
2/1	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	54	-	1215	1940	1423	85.4%
2/2	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	54	-	1217	2084	1528	79.6%
2/3	Southern Circulatory Ahead Right	U	2:1	N/A	C2:A		1	54	-	1324	2090	1533	86.4%
2/4	Southern Circulatory Right	U	2:1	N/A	C2:A		1	54	-	817	1937	1420	57.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 21	-	-	1175	0	0	36.6	65.5	0.0	102.1	-	-	-	-
J1: Unnamed Junction	-	-	1175	0	0	28.7	50.7	0.0	79.4	-	-	-	-
1/1	508	508	-	-	-	3.3	2.0	-	5.3	37.4	9.6	2.0	11.6
1/2+1/3	1017	1017	-	-	-	6.5	1.8	-	8.3 (4.1+4.2)	29.3 (29.0:29.6)	9.6	1.8	11.3
2/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	708	708	-	-	-	2.8	1.3	-	4.1	20.7	11.4	1.3	12.7
3/2	708	708	-	-	-	2.8	1.3	-	4.1	20.7	11.4	1.3	12.7
3/3	816	816	-	-	-	3.4	1.7	-	5.1	22.3	13.6	1.7	15.3
3/4	817	817	-	-	-	3.6	2.3	-	5.9	26.0	14.3	2.3	16.6
4/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	253	245	245	0	0	1.2	10.1	-	11.3	160.4	13.7	10.1	23.8
6/2+6/3	504	465	930	0	0	2.3	24.7	-	27.0 (13.5+13.5)	193.2 (193.4:193.0)	31.9	24.7	56.6
7/1	1228	1228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1217	1217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	467	467	-	-	-	0.7	0.4	-	1.1	8.4	6.9	0.4	7.2
8/2	349	349	-	-	-	0.4	0.2	-	0.6	6.4	3.9	0.2	4.2
8/3	349	349	-	-	-	0.5	0.2	-	0.7	7.5	4.5	0.2	4.7
9/1	512	512	-	-	-	0.4	1.3	-	1.7	12.1	0.6	1.3	2.0
9/2	509	509	-	-	-	0.4	1.1	-	1.5	10.5	0.5	1.1	1.7

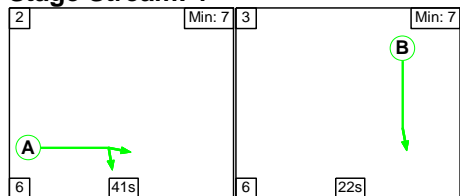
Full Input Data And Results

9/3	508	508	-	-	-	0.4	1.5	-	1.8	12.8	0.5	1.5	2.0
10/1	838	838	-	-	-	0.0	0.4	-	0.4	1.8	0.3	0.4	0.7
10/2	1039	1039	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
10/3	234	234	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: M1 Junction 21	-	-	0	0	0	7.9	14.8	0.0	22.7	-	-	-	-
1/1	235	235	-	-	-	2.1	3.9	-	6.0	91.6	4.8	3.9	8.7
1/2	234	234	-	-	-	2.1	2.4	-	4.5	68.6	4.7	2.4	7.1
2/1	1215	1215	-	-	-	1.4	2.8	-	4.3	12.7	11.8	2.8	14.6
2/2	1217	1217	-	-	-	1.0	1.9	-	3.0	8.8	11.5	1.9	13.4
2/3	1324	1324	-	-	-	1.1	3.1	-	4.1	11.3	11.7	3.1	14.8
2/4	817	817	-	-	-	0.2	0.7	-	0.9	3.9	0.9	0.7	1.6

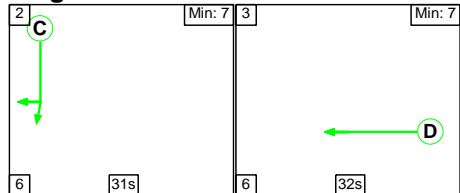
C1	Stream: 1 PRC for Signalled Lanes (%)	11.1	Total Delay for Signalled Lanes (pcuHr):	16.00	Cycle Time (s):	75
C1	Stream: 2 PRC for Signalled Lanes (%)	8.8	Total Delay for Signalled Lanes (pcuHr):	24.11	Cycle Time (s):	75
C2	Stream: 1 PRC for Signalled Lanes (%)	-1.4	Total Delay for Signalled Lanes (pcuHr):	22.73	Cycle Time (s):	75
	PRC Over All Lanes (%)	-20.5	Total Delay Over All Lanes (pcuHr):	102.12		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

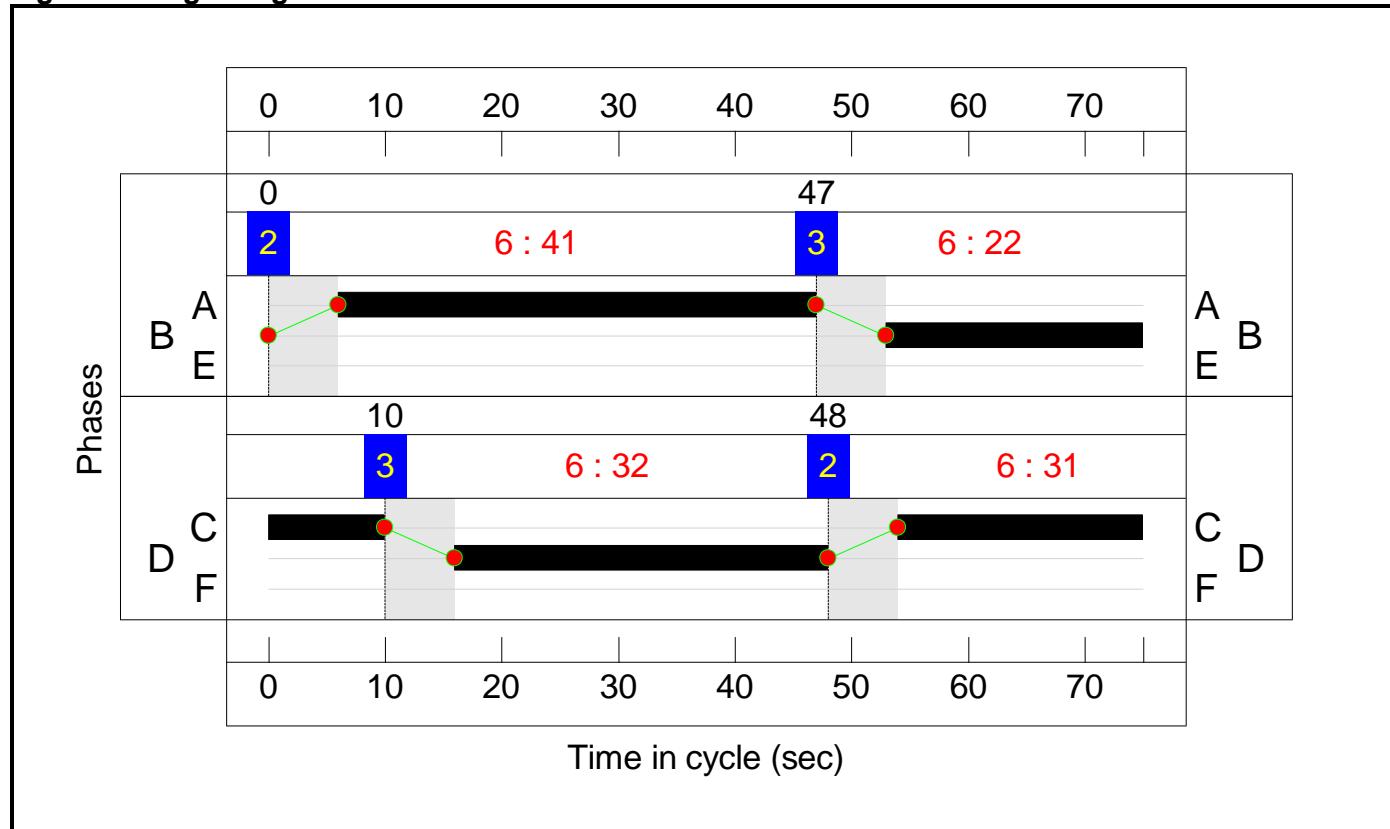
Stage Stream: 1

Stage	2	3
Duration	41	22
Change Point	0	47

Stage Stream: 2

Stage	2	3
Duration	31	32
Change Point	48	10

Signal Timings Diagram

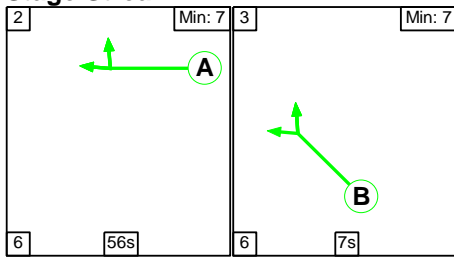


Full Input Data And Results

C2

Stage Sequence Diagram

Stage Stream: 1

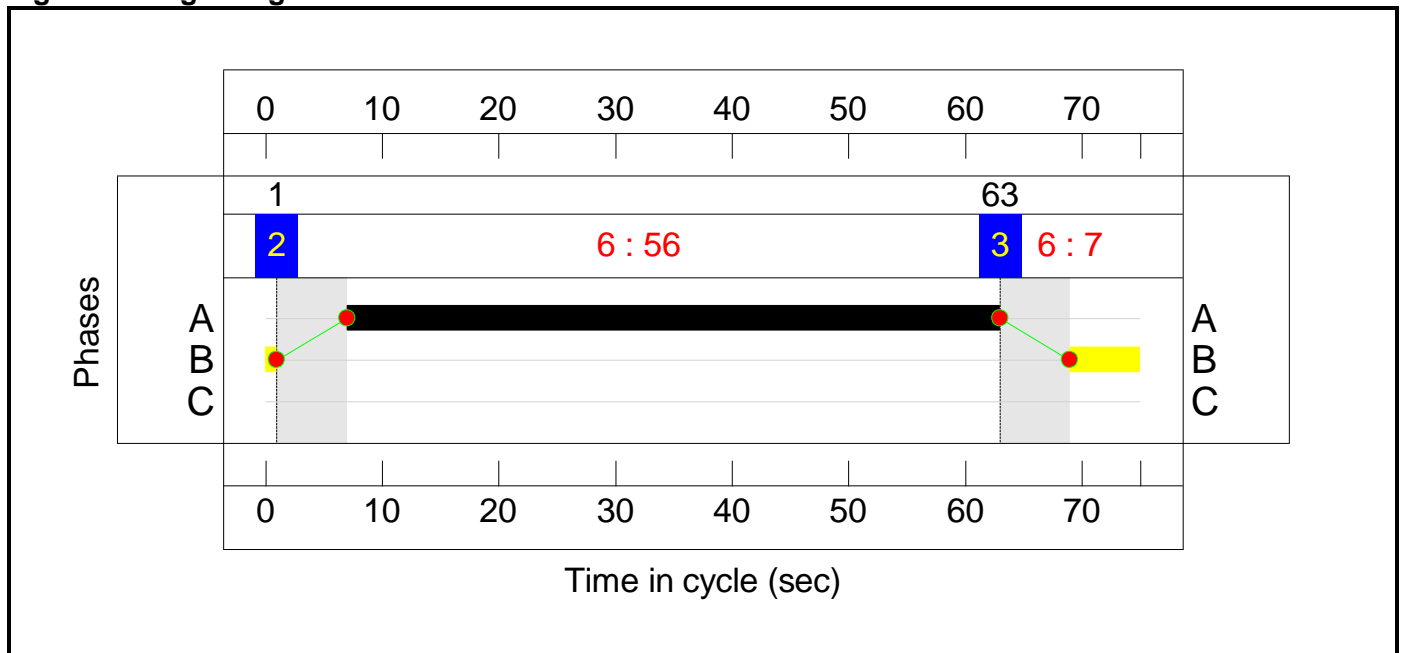


Stage Timings

Stage Stream: 1

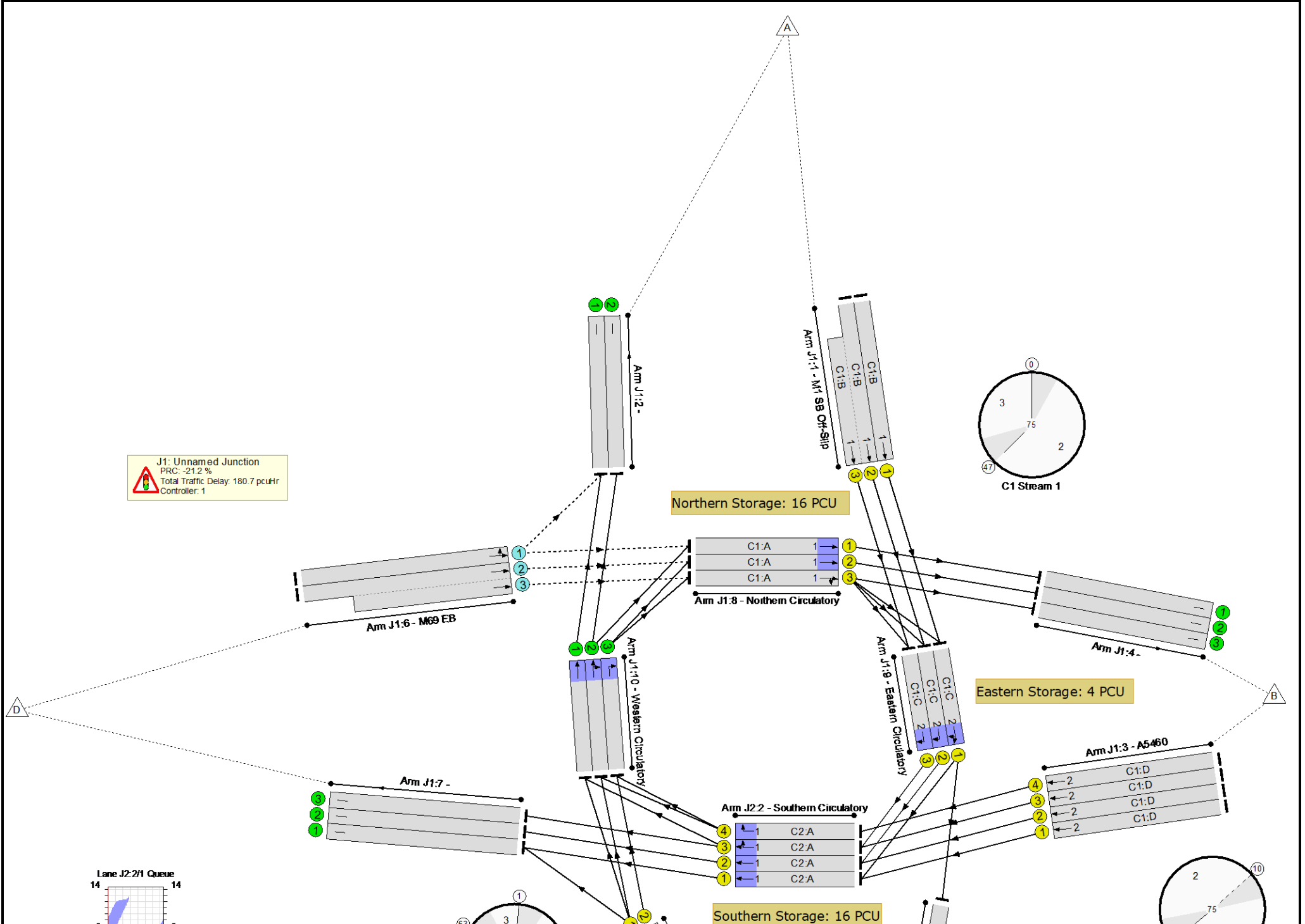
Stage	2	3
Duration	56	7
Change Point	1	63

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	109.3%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	109.0%
1/1	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	22	-	521	1975	606	86.0%
1/2+1/3	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	22	-	1042	2115:1960	649+601	80.3 : 86.7%
2/1		U	N/A	N/A	-		-	-	-	929	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	924	Inf	Inf	0.0%
3/1	A5460 Ahead	U	1:2	N/A	C1:D		1	32	-	738	1951	858	86.0%
3/2	A5460 Ahead	U	1:2	N/A	C1:D		1	32	-	738	1951	858	86.0%
3/3	A5460 Ahead	U	1:2	N/A	C1:D		1	32	-	923	2089	919	100.4%
3/4	A5460 Ahead	U	1:2	N/A	C1:D		1	32	-	924	1950	858	107.7%
4/1		U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
6/1	M69 EB Left Ahead	O	N/A	N/A	-		-	-	-	452	2000	415	108.8%
6/2+6/3	M69 EB Ahead	O	N/A	N/A	-		-	-	-	906	2000:1600	415+415	109.0 : 109.0%
7/1		U	N/A	N/A	-		-	-	-	1262	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1260	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
8/1	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	41	-	674	1934	1083	57.1%

Full Input Data And Results

8/2	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	41	-	565	2073	1161	45.3%
8/3	Northern Circulatory Ahead Right	U	1:1	N/A	C1:A		1	41	-	567	1945	1089	48.4%
9/1	Eastern Circulatory Ahead Right	U	1:2	N/A	C1:C		1	31	-	527	1941	828	63.6%
9/2	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	31	-	522	2030	866	60.3%
9/3	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	31	-	521	1889	806	64.6%
10/1	Western Circulatory Ahead	U	N/A	N/A	-		-	-	-	929	1934	1934	47.8%
10/2	Western Circulatory Ahead Right	U	N/A	N/A	-		-	-	-	1146	2110	2110	50.3%
10/3	Western Circulatory Right	U	N/A	N/A	-		-	-	-	226	1932	1932	11.5%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	109.3%
1/1	M1 NB Off-Slip Left Ahead	U	2:1	N/A	C2:B		1	7	-	225	1930	206	109.3%
1/2	M1 NB Off-Slip Ahead	U	2:1	N/A	C2:B		1	7	-	226	2085	222	101.6%
2/1	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	56	-	1259	1940	1474	85.4%
2/2	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	56	-	1260	2084	1584	79.5%
2/3	Southern Circulatory Ahead Right	U	2:1	N/A	C2:A		1	56	-	1444	2090	1588	90.7%
2/4	Southern Circulatory Right	U	2:1	N/A	C2:A		1	56	-	924	1937	1472	58.3%

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: M1 Junction 21	-	-	2077	0	0	55.0	169.6	0.0	224.6	-	-	-	-
J1: Unnamed Junction	-	-	2077	0	0	43.3	137.4	0.0	180.7	-	-	-	-
1/1	521	521	-	-	-	3.5	2.9	-	6.4	44.4	10.1	2.9	13.0
1/2+1/3	1042	1042	-	-	-	7.0	2.5	-	9.5 (4.7+4.8)	32.7 (32.4:33.0)	10.1	2.5	12.6
2/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	738	738	-	-	-	3.9	2.9	-	6.8	33.2	13.7	2.9	16.7
3/2	738	738	-	-	-	3.9	2.9	-	6.8	33.2	13.7	2.9	16.7
3/3	923	919	-	-	-	5.5	16.2	-	21.7	84.6	19.3	16.2	35.5
3/4	924	858	-	-	-	7.5	38.9	-	46.4	181.0	20.6	38.9	59.6
4/1	619	619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	452	415	415	0	0	3.6	23.2	-	26.7	213.0	23.4	23.2	46.5
6/2+6/3	906	831	1662	0	0	7.3	42.8	-	50.1 (25.0+25.0)	199.1 (199.1:199.1)	23.4	42.8	66.2
7/1	1262	1262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1260	1260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	619	619	-	-	-	0.3	0.7	-	1.0	5.8	0.9	0.7	1.6
8/2	526	526	-	-	-	0.3	0.4	-	0.8	5.1	0.9	0.4	1.3
8/3	528	528	-	-	-	0.2	0.5	-	0.7	4.8	0.8	0.5	1.2
9/1	527	527	-	-	-	0.0	0.9	-	0.9	6.3	0.1	0.9	1.0
9/2	522	522	-	-	-	0.0	0.8	-	0.8	5.4	0.3	0.8	1.1

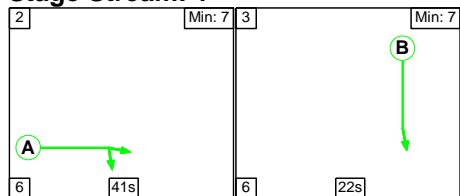
Full Input Data And Results

9/3	521	521	-	-	-	0.0	0.9	-	0.9	6.5	0.3	0.9	1.2
10/1	925	925	-	-	-	0.1	0.5	-	0.6	2.2	0.7	0.5	1.1
10/2	1061	1061	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
10/3	222	222	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: M1 Junction 21	-	-	0	0	0	11.7	32.2	0.0	43.9	-	-	-	-
1/1	225	206	-	-	-	2.9	13.7	-	16.6	265.2	5.2	13.7	18.9
1/2	226	222	-	-	-	2.3	8.5	-	10.7	170.8	4.8	8.5	13.3
2/1	1259	1259	-	-	-	2.6	2.8	-	5.4	15.5	11.8	2.8	14.6
2/2	1260	1260	-	-	-	1.9	1.9	-	3.9	11.0	11.1	1.9	13.0
2/3	1440	1440	-	-	-	2.0	4.6	-	6.6	16.4	11.4	4.6	16.0
2/4	858	858	-	-	-	0.0	0.7	-	0.7	3.1	0.2	0.7	0.9

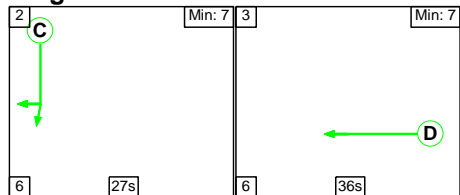
C1	Stream: 1 PRC for Signalled Lanes (%)	3.8	Total Delay for Signalled Lanes (pcuHr):	18.36	Cycle Time (s):	75
C1	Stream: 2 PRC for Signalled Lanes (%)	-19.7	Total Delay for Signalled Lanes (pcuHr):	84.38	Cycle Time (s):	75
C2	Stream: 1 PRC for Signalled Lanes (%)	-21.4	Total Delay for Signalled Lanes (pcuHr):	43.85	Cycle Time (s):	75
	PRC Over All Lanes (%)	-21.4	Total Delay Over All Lanes(pcuHr):	224.58		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

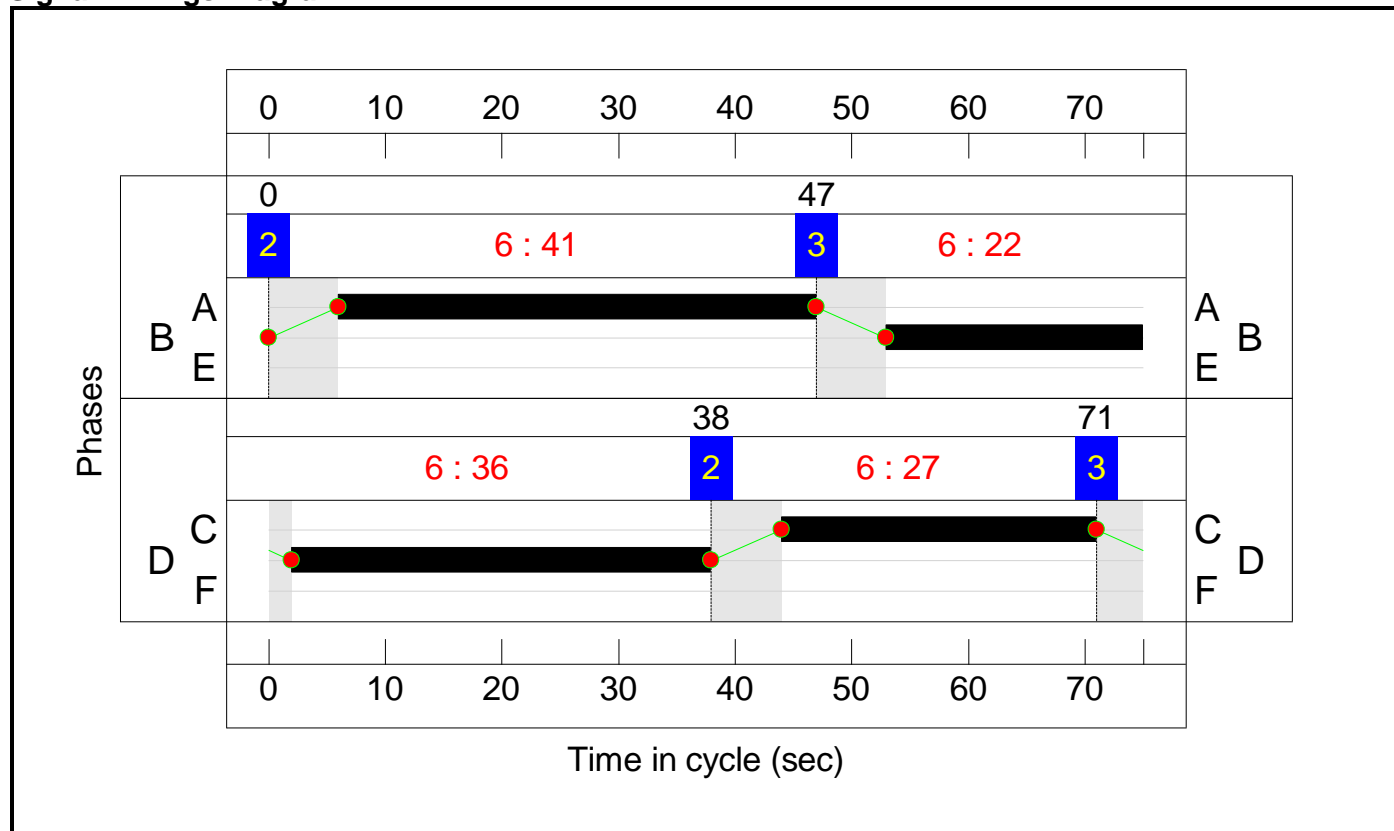
Stage Stream: 1

Stage	2	3
Duration	41	22
Change Point	0	47

Stage Stream: 2

Stage	2	3
Duration	27	36
Change Point	38	71

Signal Timings Diagram

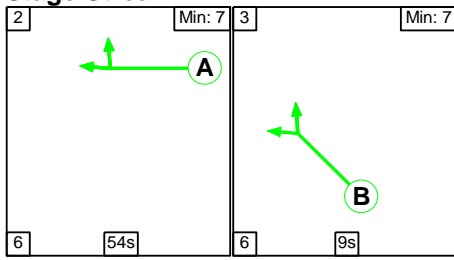


Full Input Data And Results

C2

Stage Sequence Diagram

Stage Stream: 1

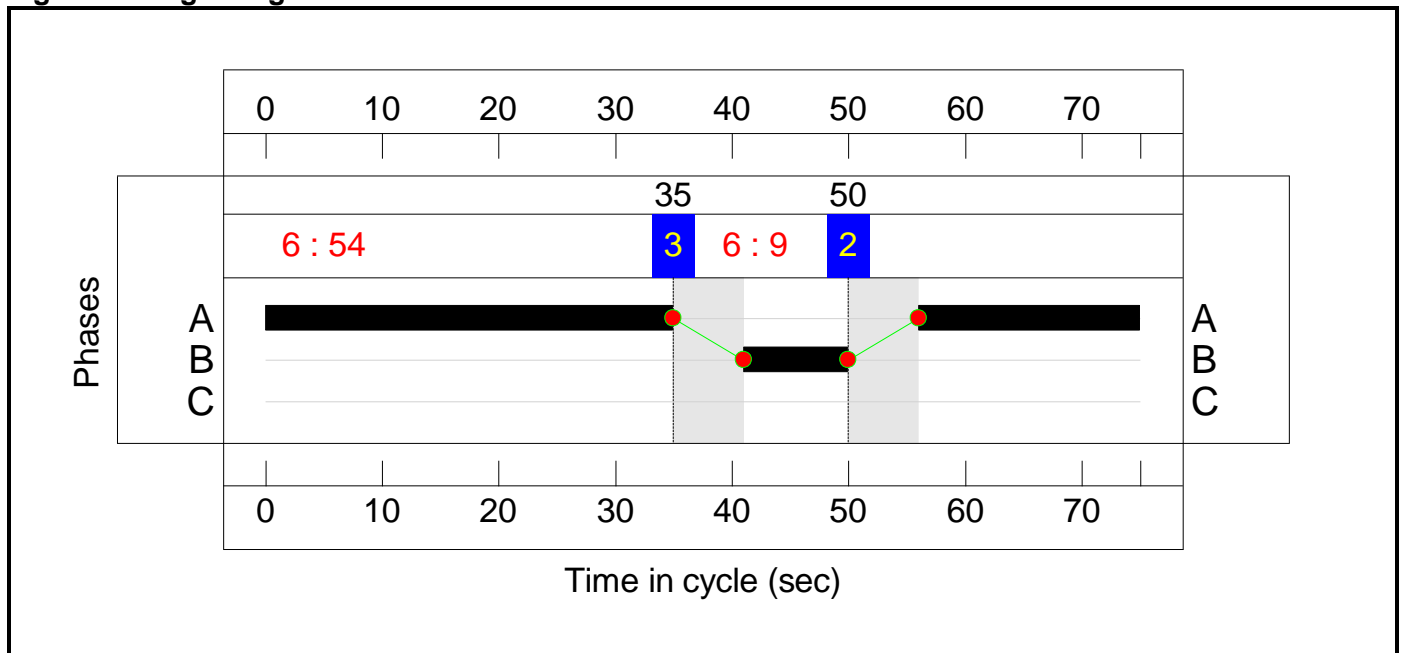


Stage Timings

Stage Stream: 1

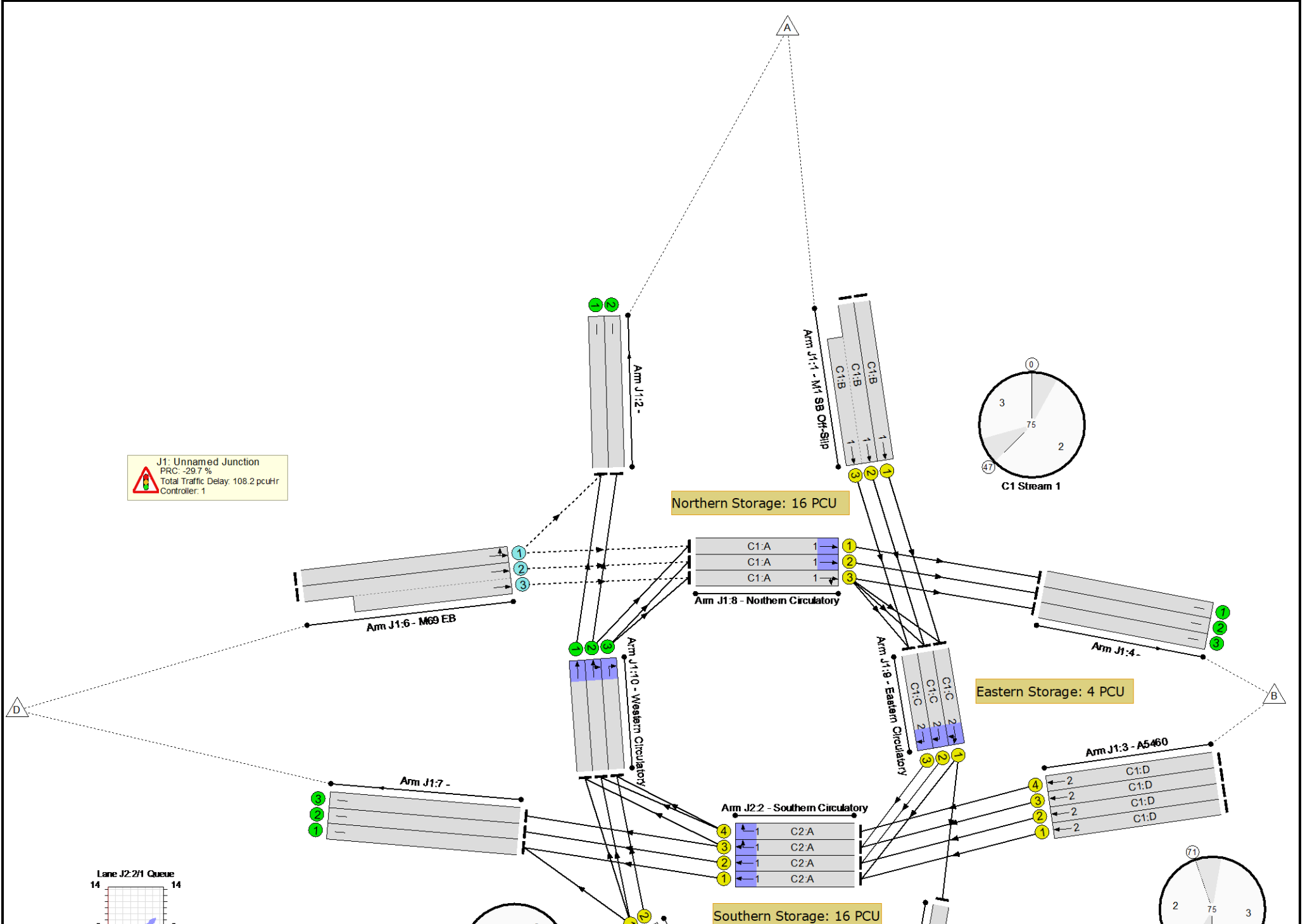
Stage	2	3
Duration	54	9
Change Point	50	35

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	116.7%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	116.7%
1/1	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	22	-	516	1975	606	85.2%
1/2+1/3	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	22	-	1032	2115:1960	649+601	79.6 : 85.8%
2/1		U	N/A	N/A	-		-	-	-	887	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	865	Inf	Inf	0.0%
3/1	A5460 Ahead	U	1:2	N/A	C1:D		1	36	-	715	1951	962	74.3%
3/2	A5460 Ahead	U	1:2	N/A	C1:D		1	36	-	715	1951	962	74.3%
3/3	A5460 Ahead	U	1:2	N/A	C1:D		1	36	-	865	2089	1031	83.9%
3/4	A5460 Ahead	U	1:2	N/A	C1:D		1	36	-	865	1950	962	89.9%
4/1		U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
6/1	M69 EB Left Ahead	O	N/A	N/A	-		-	-	-	255	430	218	116.7%
6/2+6/3	M69 EB Ahead	O	N/A	N/A	-		-	-	-	510	455:475	229+229	111.3 : 111.1%
7/1		U	N/A	N/A	-		-	-	-	1243	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1231	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
8/1	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	41	-	484	1934	1083	41.3%

Full Input Data And Results

8/2	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	41	-	377	2073	1161	30.2%
8/3	Northern Circulatory Ahead Right	U	1:1	N/A	C1:A		1	41	-	377	1945	1089	32.3%
9/1	Eastern Circulatory Ahead Right	U	1:2	N/A	C1:C		1	27	-	520	1941	725	71.7%
9/2	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	27	-	516	2030	758	68.1%
9/3	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	27	-	516	1889	705	73.2%
10/1	Western Circulatory Ahead	U	N/A	N/A	-		-	-	-	887	1934	1934	45.9%
10/2	Western Circulatory Ahead Right	U	N/A	N/A	-		-	-	-	1094	2110	2110	51.8%
10/3	Western Circulatory Right	U	N/A	N/A	-		-	-	-	244	1932	1932	12.6%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	94.0%
1/1	M1 NB Off-Slip Left Ahead	U	2:1	N/A	C2:B		1	9	-	242	1931	257	94.0%
1/2	M1 NB Off-Slip Ahead	U	2:1	N/A	C2:B		1	9	-	244	2085	278	87.8%
2/1	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	54	-	1230	1940	1423	86.5%
2/2	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	54	-	1231	2084	1528	80.5%
2/3	Southern Circulatory Ahead Right	U	2:1	N/A	C2:A		1	54	-	1381	2090	1533	90.1%
2/4	Southern Circulatory Right	U	2:1	N/A	C2:A		1	54	-	865	1937	1420	60.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 21	-	-	1135	0	0	46.1	89.4	0.0	135.5	-	-	-	-
J1: Unnamed Junction	-	-	1135	0	0	36.9	71.3	0.0	108.2	-	-	-	-
1/1	516	516	-	-	-	3.5	2.7	-	6.2	43.3	10.0	2.7	12.7
1/2+1/3	1032	1032	-	-	-	6.9	2.3	-	9.2 (4.6+4.7)	32.3 (31.9:32.6)	10.0	2.3	12.4
2/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	865	865	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	715	715	-	-	-	3.0	1.4	-	4.4	22.4	11.7	1.4	13.1
3/2	715	715	-	-	-	3.0	1.4	-	4.4	22.4	11.7	1.4	13.1
3/3	865	865	-	-	-	3.9	2.5	-	6.5	27.0	15.4	2.5	17.9
3/4	865	865	-	-	-	4.2	4.1	-	8.3	34.4	16.3	4.1	20.4
4/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	255	218	218	0	0	2.4	21.3	-	23.7	334.8	14.0	21.3	35.3
6/2+6/3	510	459	917	0	0	2.7	30.0	-	32.7 (16.5+16.2)	230.9 (232.5:229.3)	32.1	30.0	62.1
7/1	1243	1243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1231	1231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	447	447	-	-	-	1.6	0.4	-	2.0	16.1	6.9	0.4	7.3
8/2	351	351	-	-	-	0.9	0.2	-	1.2	11.8	4.3	0.2	4.5
8/3	351	351	-	-	-	1.0	0.2	-	1.3	13.1	4.6	0.2	4.8
9/1	520	520	-	-	-	1.2	1.3	-	2.5	17.2	2.0	1.3	3.2
9/2	516	516	-	-	-	0.9	1.1	-	2.0	13.9	1.5	1.1	2.5

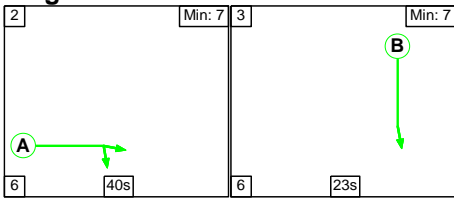
Full Input Data And Results

9/3	516	516	-	-	-	1.3	1.3	-	2.7	18.8	2.1	1.3	3.5
10/1	887	887	-	-	-	0.0	0.4	-	0.4	1.8	0.3	0.4	0.7
10/2	1094	1094	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
10/3	244	244	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: M1 Junction 21	-	-	0	0	0	9.3	18.1	0.0	27.3	-	-	-	-
1/1	242	242	-	-	-	2.2	4.8	-	7.0	103.9	5.0	4.8	9.8
1/2	244	244	-	-	-	2.2	3.0	-	5.2	76.8	4.9	3.0	8.0
2/1	1230	1230	-	-	-	0.8	3.1	-	3.9	11.3	4.6	3.1	7.7
2/2	1231	1231	-	-	-	0.9	2.0	-	3.0	8.7	5.3	2.0	7.4
2/3	1381	1381	-	-	-	1.8	4.3	-	6.1	16.0	10.1	4.3	14.4
2/4	865	865	-	-	-	1.4	0.8	-	2.2	9.0	5.5	0.8	6.3

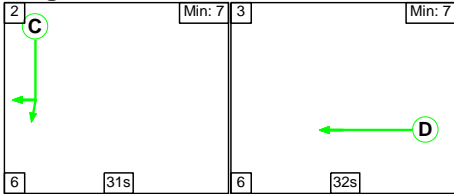
C1	Stream: 1 PRC for Signalled Lanes (%)	4.8	Total Delay for Signalled Lanes (pcuHr):	19.89	Cycle Time (s):	75
C1	Stream: 2 PRC for Signalled Lanes (%)	0.1	Total Delay for Signalled Lanes (pcuHr):	30.80	Cycle Time (s):	75
C2	Stream: 1 PRC for Signalled Lanes (%)	-4.4	Total Delay for Signalled Lanes (pcuHr):	27.33	Cycle Time (s):	75
	PRC Over All Lanes (%)	-29.7	Total Delay Over All Lanes(pcuHr):	135.50		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

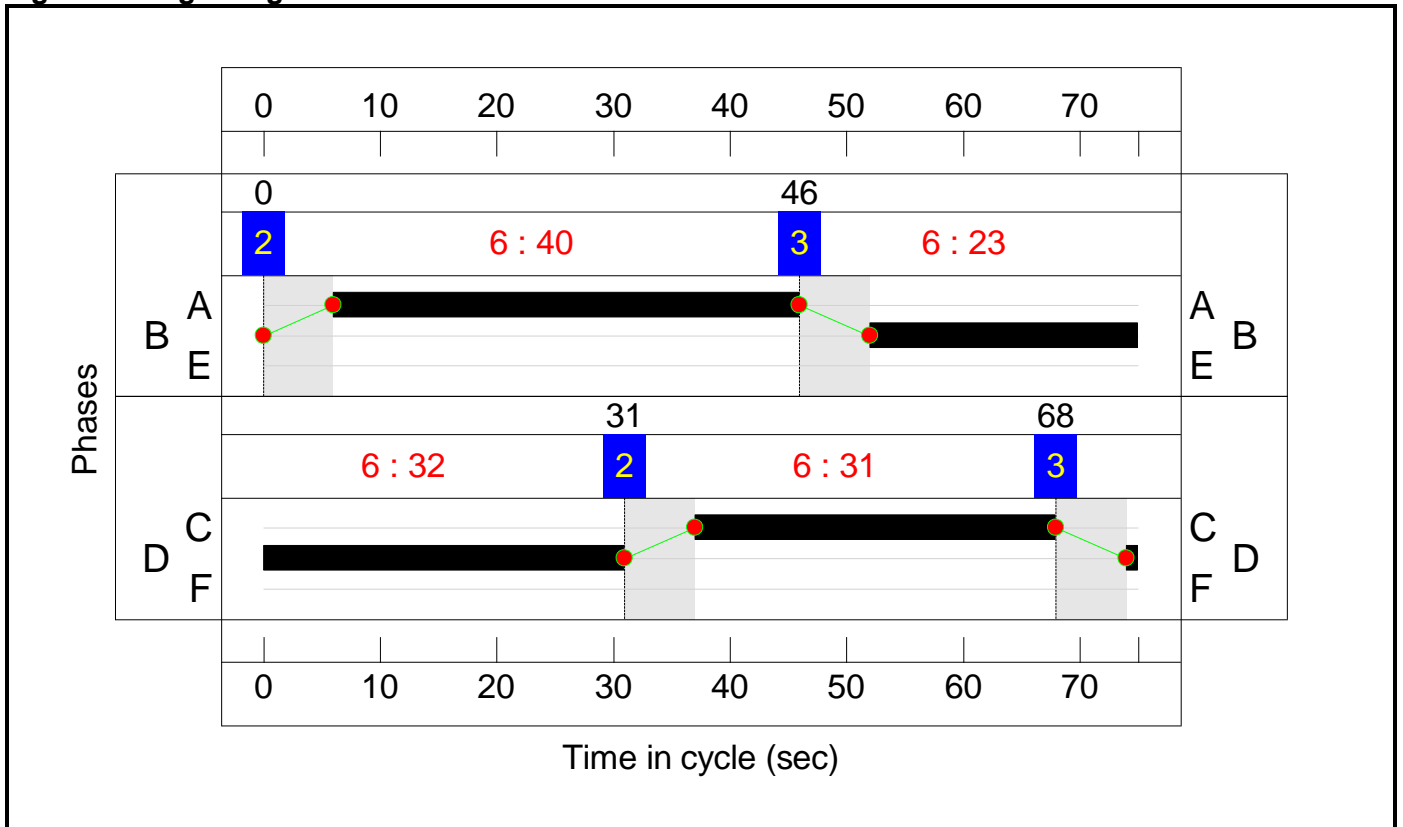
Stage Stream: 1

Stage	2	3
Duration	40	23
Change Point	0	46

Stage Stream: 2

Stage	2	3
Duration	31	32
Change Point	31	68

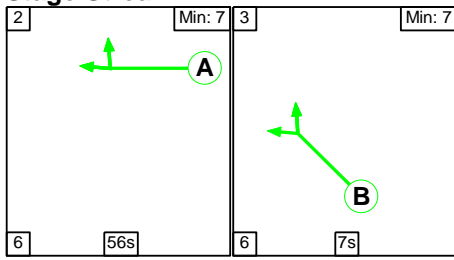
Signal Timings Diagram



C2

Stage Sequence Diagram

Stage Stream: 1

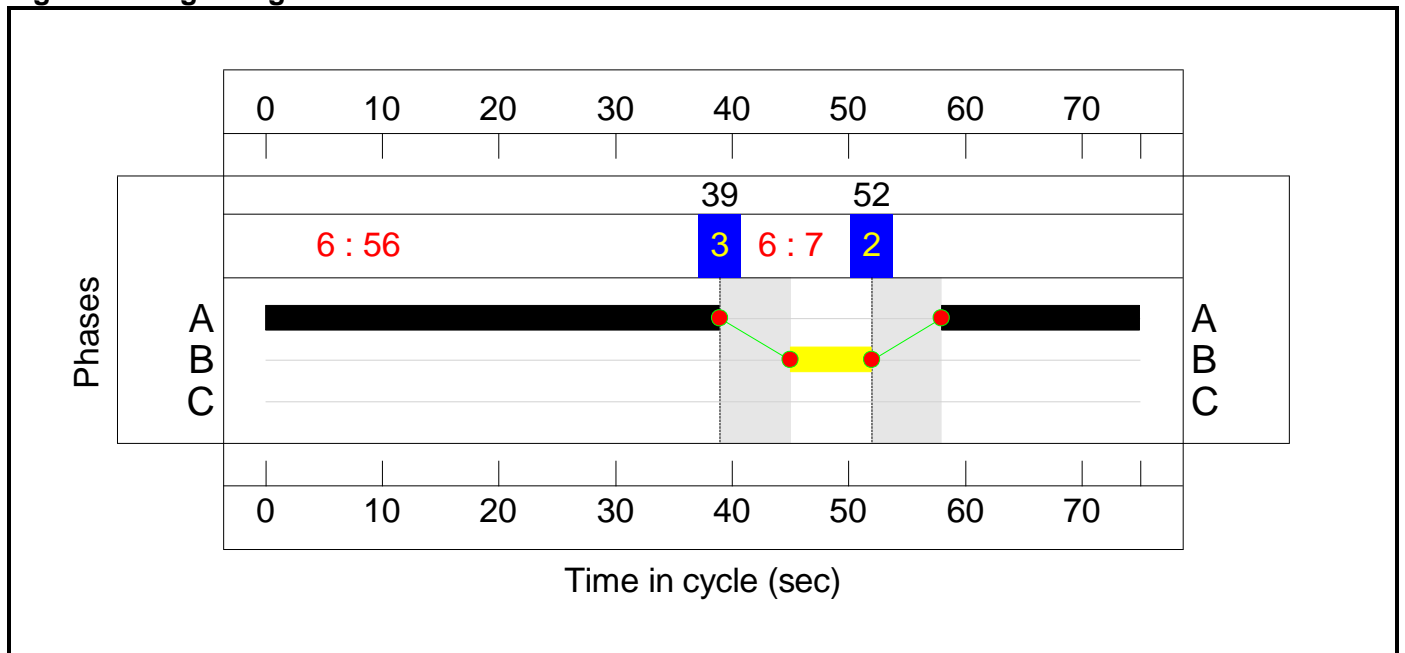


Stage Timings

Stage Stream: 1

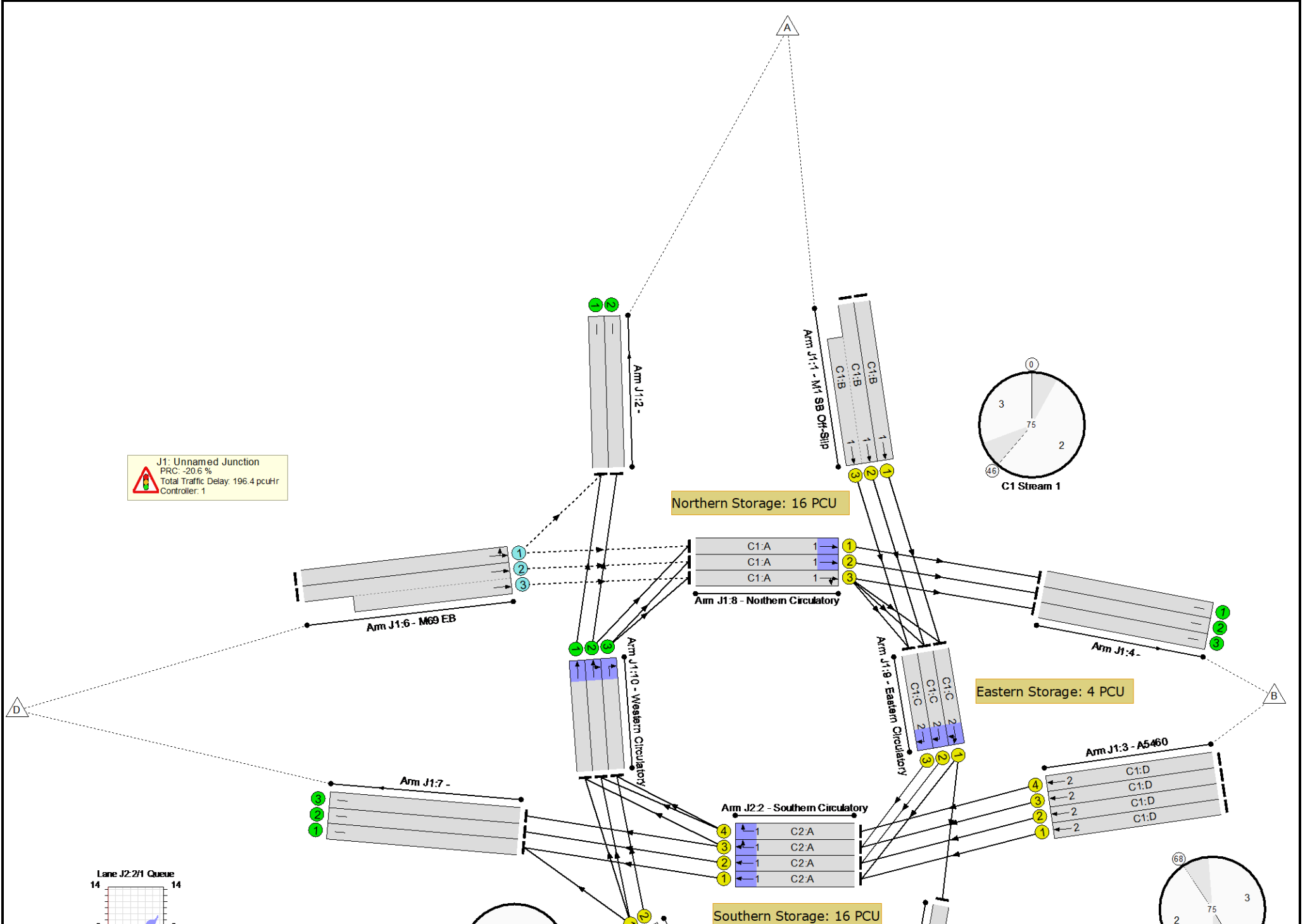
Stage	2	3
Duration	56	7
Change Point	52	39

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	109.3%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	108.5%
1/1	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	23	-	544	1975	632	86.1%
1/2+1/3	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	23	-	1087	2115:1960	677+627	80.2 : 86.7%
2/1		U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%
3/1	A5460 Ahead	U	1:2	N/A	C1:D		1	32	-	788	1951	858	91.8%
3/2	A5460 Ahead	U	1:2	N/A	C1:D		1	32	-	788	1951	858	91.8%
3/3	A5460 Ahead	U	1:2	N/A	C1:D		1	32	-	929	2089	919	101.1%
3/4	A5460 Ahead	U	1:2	N/A	C1:D		1	32	-	930	1950	858	108.4%
4/1		U	N/A	N/A	-		-	-	-	669	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
6/1	M69 EB Left Ahead	O	N/A	N/A	-		-	-	-	447	2000	413	108.3%
6/2+6/3	M69 EB Ahead	O	N/A	N/A	-		-	-	-	895	2000:1600	413+413	108.5 : 108.3%
7/1		U	N/A	N/A	-		-	-	-	1335	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1332	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	538	Inf	Inf	0.0%
8/1	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	40	-	669	1934	1057	58.3%

Full Input Data And Results

8/2	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	40	-	559	2073	1133	46.1%
8/3	Northern Circulatory Ahead Right	U	1:1	N/A	C1:A		1	40	-	560	1945	1063	49.4%
9/1	Eastern Circulatory Ahead Right	U	1:2	N/A	C1:C		1	31	-	550	1941	828	66.4%
9/2	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	31	-	544	2030	866	62.8%
9/3	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	31	-	544	1889	806	67.5%
10/1	Western Circulatory Ahead	U	N/A	N/A	-		-	-	-	935	1934	1934	47.8%
10/2	Western Circulatory Ahead Right	U	N/A	N/A	-		-	-	-	1152	2110	2110	50.3%
10/3	Western Circulatory Right	U	N/A	N/A	-		-	-	-	224	1932	1932	11.5%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	109.3%
1/1	M1 NB Off-Slip Left Ahead	U	2:1	N/A	C2:B		1	7	-	225	1930	206	109.3%
1/2	M1 NB Off-Slip Ahead	U	2:1	N/A	C2:B		1	7	-	224	2085	222	100.7%
2/1	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	56	-	1332	1940	1474	90.3%
2/2	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	56	-	1332	2084	1584	84.1%
2/3	Southern Circulatory Ahead Right	U	2:1	N/A	C2:A		1	56	-	1473	2090	1588	92.1%
2/4	Southern Circulatory Right	U	2:1	N/A	C2:A		1	56	-	930	1937	1472	58.3%

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: M1 Junction 21	-	-	2064	0	0	62.1	177.3	0.0	239.4	-	-	-	-
J1: Unnamed Junction	-	-	2064	0	0	53.8	142.6	0.0	196.4	-	-	-	-
1/1	544	544	-	-	-	3.6	2.9	-	6.5	43.1	10.6	2.9	13.5
1/2+1/3	1087	1087	-	-	-	7.1	2.4	-	9.6 (4.7+4.9)	31.8 (31.4:32.1)	10.6	2.4	13.0
2/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	788	788	-	-	-	4.3	4.9	-	9.2	42.2	15.3	4.9	20.2
3/2	788	788	-	-	-	4.3	4.9	-	9.2	42.2	15.3	4.9	20.2
3/3	929	919	-	-	-	5.8	17.9	-	23.7	91.8	19.6	17.9	37.5
3/4	930	858	-	-	-	8.1	41.6	-	49.7	192.3	20.9	41.6	62.5
4/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	447	413	413	0	0	3.6	22.2	-	25.8	207.9	25.2	22.2	47.4
6/2+6/3	895	825	1651	0	0	7.3	40.3	-	47.6 (24.1+23.5)	191.6 (193.6:189.6)	25.3	40.3	65.6
7/1	1335	1335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1332	1332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	616	616	-	-	-	1.6	0.7	-	2.3	13.2	9.9	0.7	10.6
8/2	523	523	-	-	-	0.8	0.4	-	1.3	8.7	5.7	0.4	6.2
8/3	525	525	-	-	-	1.0	0.5	-	1.5	10.2	7.2	0.5	7.7
9/1	550	550	-	-	-	2.1	1.0	-	3.1	20.1	3.7	1.0	4.7
9/2	544	544	-	-	-	1.8	0.8	-	2.7	17.6	3.2	0.8	4.0

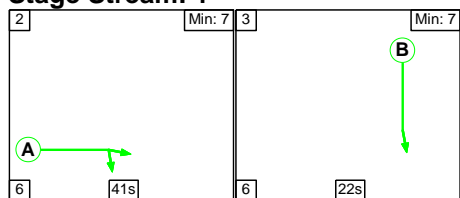
Full Input Data And Results

9/3	544	544	-	-	-	2.2	1.0	-	3.2	21.2	3.8	1.0	4.8
10/1	925	925	-	-	-	0.1	0.5	-	0.5	2.1	0.6	0.5	1.1
10/2	1061	1061	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
10/3	222	222	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: M1 Junction 21	-	-	0	0	0	8.3	34.6	0.0	43.0	-	-	-	-
1/1	225	206	-	-	-	2.6	13.7	-	16.3	260.8	5.1	13.7	18.8
1/2	224	222	-	-	-	2.1	7.9	-	10.0	161.1	4.7	7.9	12.6
2/1	1332	1332	-	-	-	0.9	4.4	-	5.3	14.3	5.4	4.4	9.8
2/2	1332	1332	-	-	-	0.8	2.6	-	3.4	9.2	5.2	2.6	7.8
2/3	1463	1463	-	-	-	1.5	5.4	-	6.9	16.9	10.7	5.4	16.1
2/4	858	858	-	-	-	0.3	0.7	-	1.0	4.4	1.6	0.7	2.3

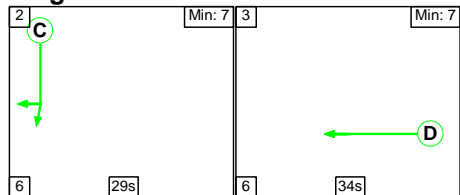
C1	Stream: 1 PRC for Signalled Lanes (%)	3.8	Total Delay for Signalled Lanes (pcuHr):	21.11	Cycle Time (s):	75
C1	Stream: 2 PRC for Signalled Lanes (%)	-20.4	Total Delay for Signalled Lanes (pcuHr):	100.75	Cycle Time (s):	75
C2	Stream: 1 PRC for Signalled Lanes (%)	-21.4	Total Delay for Signalled Lanes (pcuHr):	42.95	Cycle Time (s):	75
	PRC Over All Lanes (%)	-21.4	Total Delay Over All Lanes (pcuHr):	239.37		

C1
Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

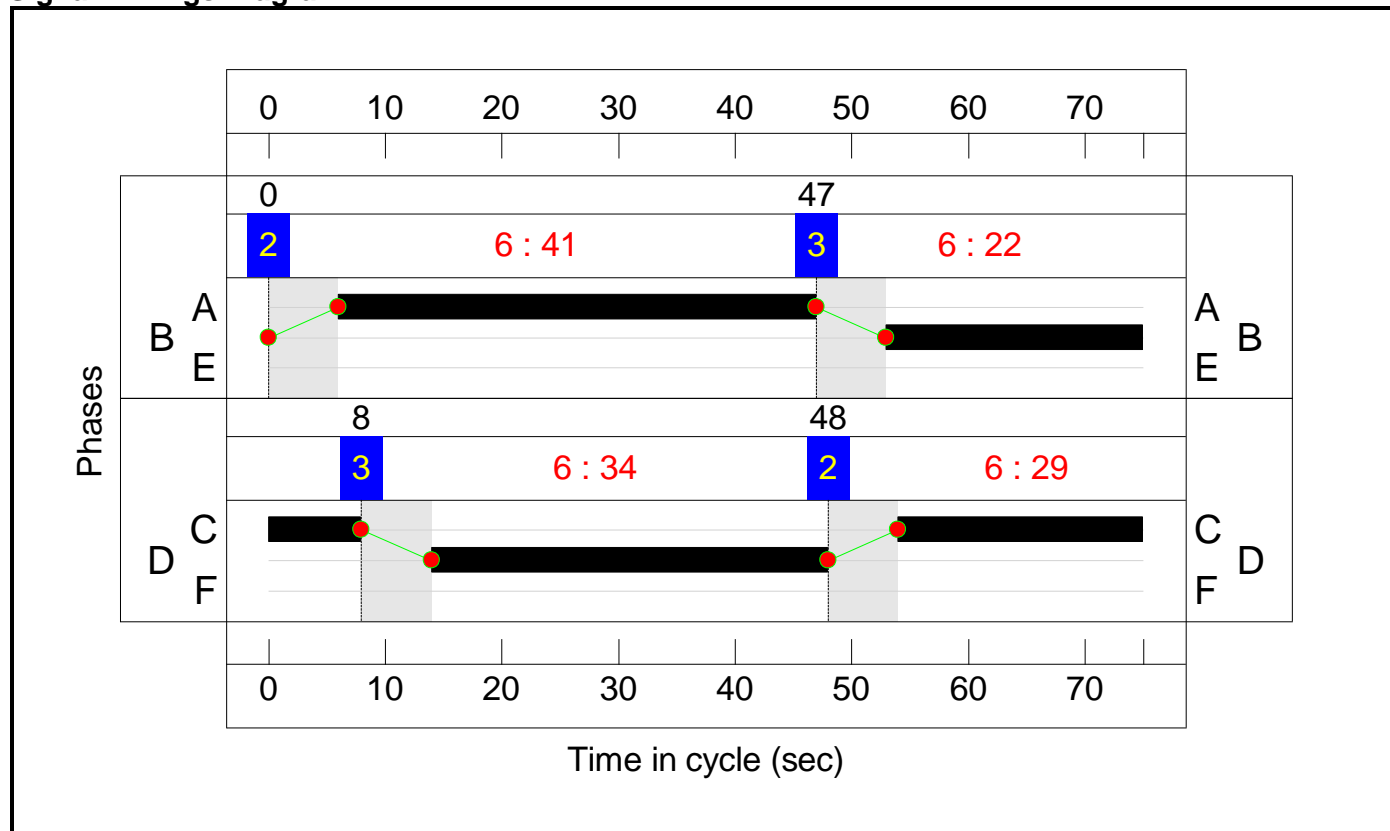
Stage Stream: 1

Stage	2	3
Duration	41	22
Change Point	0	47

Stage Stream: 2

Stage	2	3
Duration	29	34
Change Point	48	8

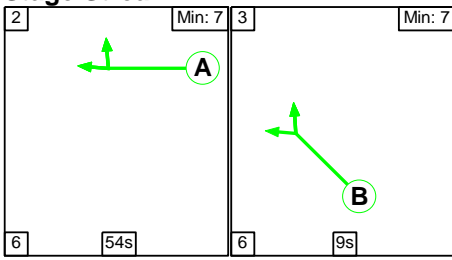
Signal Timings Diagram



C2

Stage Sequence Diagram

Stage Stream: 1

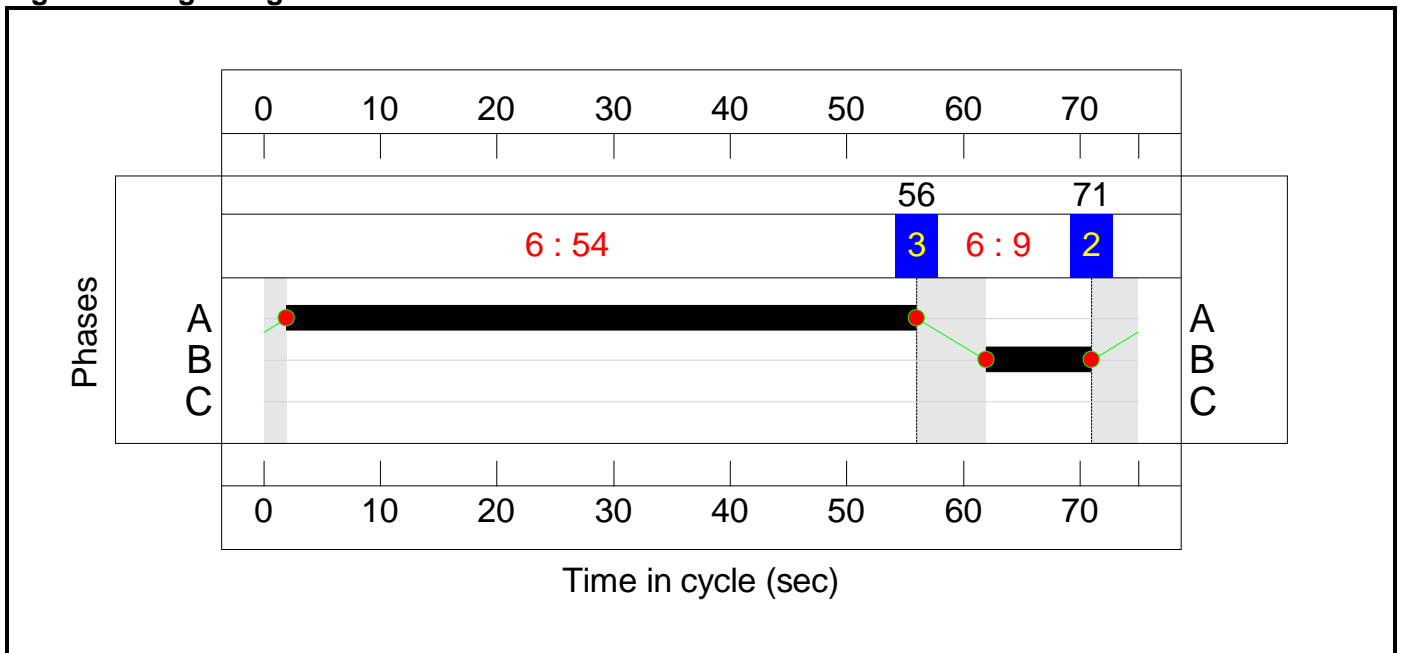


Stage Timings

Stage Stream: 1

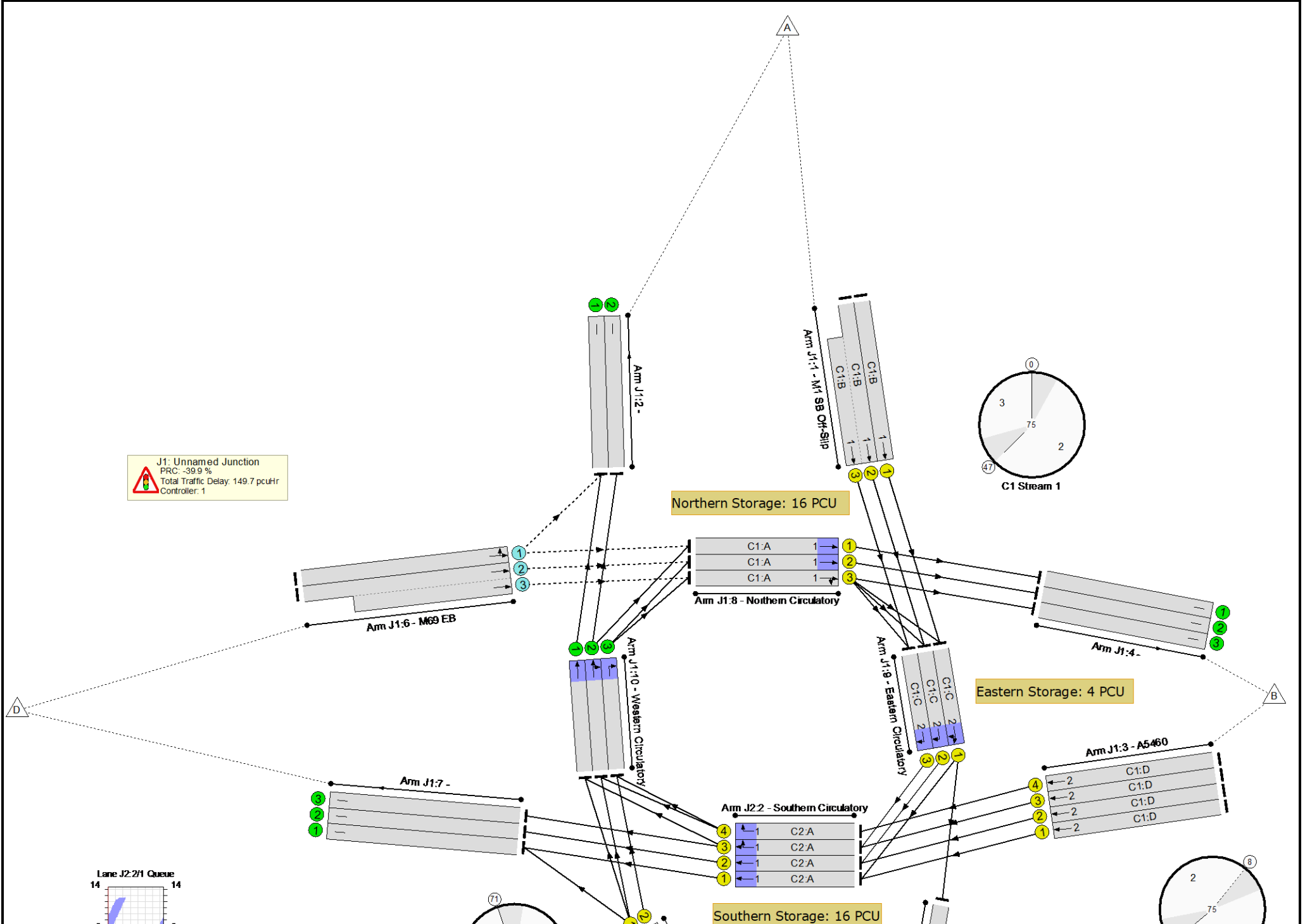
Stage	2	3
Duration	54	9
Change Point	71	56

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	125.9%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	125.9%
1/1	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	22	-	531	1975	606	87.7%
1/2+1/3	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	22	-	1063	2115:1960	649+601	82.0 : 88.3%
2/1		U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
3/1	A5460 Ahead	U	1:2	N/A	C1:D		1	34	-	751	1951	910	82.5%
3/2	A5460 Ahead	U	1:2	N/A	C1:D		1	34	-	750	1951	910	82.4%
3/3	A5460 Ahead	U	1:2	N/A	C1:D		1	34	-	816	2089	975	83.7%
3/4	A5460 Ahead	U	1:2	N/A	C1:D		1	34	-	817	1950	910	89.8%
4/1		U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
6/1	M69 EB Left Ahead	O	N/A	N/A	-		-	-	-	292	430	236	123.9%
6/2+6/3	M69 EB Ahead	O	N/A	N/A	-		-	-	-	585	455:475	233+232	125.9 : 125.9%
7/1		U	N/A	N/A	-		-	-	-	1294	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1282	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
8/1	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	41	-	514	1934	1083	42.3%

Full Input Data And Results

8/2	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	41	-	410	2073	1161	30.1%
8/3	Northern Circulatory Ahead Right	U	1:1	N/A	C1:A		1	41	-	409	1945	1089	32.0%
9/1	Eastern Circulatory Ahead Right	U	1:2	N/A	C1:C		1	29	-	535	1940	776	68.8%
9/2	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	29	-	532	2030	812	65.5%
9/3	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	29	-	531	1889	756	70.3%
10/1	Western Circulatory Ahead	U	N/A	N/A	-		-	-	-	838	1934	1934	43.3%
10/2	Western Circulatory Ahead Right	U	N/A	N/A	-		-	-	-	1039	2109	2109	49.3%
10/3	Western Circulatory Right	U	N/A	N/A	-		-	-	-	234	1932	1932	12.1%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
1/1	M1 NB Off-Slip Left Ahead	U	2:1	N/A	C2:B		1	9	-	235	1931	257	91.3%
1/2	M1 NB Off-Slip Ahead	U	2:1	N/A	C2:B		1	9	-	234	2085	278	84.2%
2/1	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	54	-	1281	1940	1423	90.0%
2/2	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	54	-	1282	2084	1528	83.9%
2/3	Southern Circulatory Ahead Right	U	2:1	N/A	C2:A		1	54	-	1347	2090	1533	87.9%
2/4	Southern Circulatory Right	U	2:1	N/A	C2:A		1	54	-	817	1937	1420	57.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 21	-	-	1165	0	0	44.4	132.4	0.0	176.7	-	-	-	-
J1: Unnamed Junction	-	-	1165	0	0	34.6	115.1	0.0	149.7	-	-	-	-
1/1	531	531	-	-	-	3.6	3.3	-	6.9	46.8	10.5	3.3	13.7
1/2+1/3	1063	1063	-	-	-	7.2	2.8	-	10.0 (4.9+5.0)	33.8 (33.5:34.1)	10.5	2.8	13.2
2/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	751	751	-	-	-	3.6	2.3	-	5.9	28.3	13.6	2.3	15.8
3/2	750	750	-	-	-	3.6	2.3	-	5.9	28.2	13.3	2.3	15.6
3/3	816	816	-	-	-	4.0	2.5	-	6.5	28.5	14.7	2.5	17.2
3/4	817	817	-	-	-	4.2	4.0	-	8.2	36.2	15.4	4.0	19.5
4/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	292	236	236	0	0	3.3	30.5	-	33.8	417.1	15.2	30.5	45.7
6/2+6/3	585	465	930	0	0	4.5	62.5	-	67.0 (33.6+33.4)	412.0 (412.3:411.7)	34.7	62.5	97.1
7/1	1294	1294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1282	1282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	458	458	-	-	-	0.2	0.4	-	0.6	4.5	1.8	0.4	2.1
8/2	350	350	-	-	-	0.1	0.2	-	0.4	3.7	1.0	0.2	1.2
8/3	349	349	-	-	-	0.1	0.2	-	0.4	3.8	1.9	0.2	2.1
9/1	534	534	-	-	-	0.0	1.1	-	1.1	7.6	0.1	1.1	1.2

Full Input Data And Results

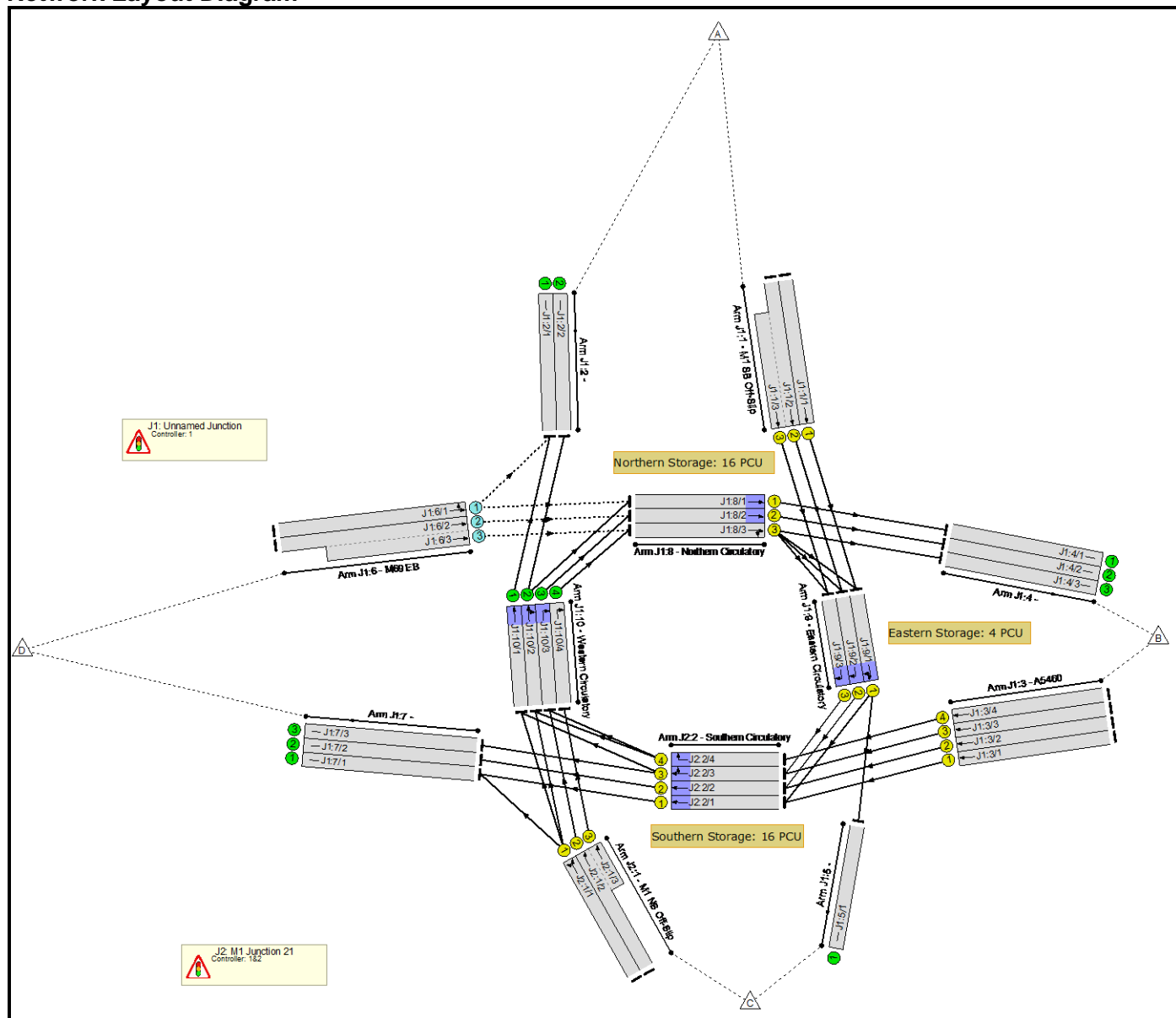
9/2	532	532	-	-	-	0.0	0.9	-	1.0	6.6	0.3	0.9	1.2
9/3	531	531	-	-	-	0.0	1.2	-	1.2	8.2	0.3	1.2	1.5
10/1	838	838	-	-	-	0.0	0.4	-	0.4	1.8	0.4	0.4	0.8
10/2	1039	1039	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
10/3	234	234	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: M1 Junction 21	-	-	0	0	0	9.8	17.3	0.0	27.0	-	-	-	-
1/1	235	235	-	-	-	2.1	3.9	-	6.0	91.6	4.8	3.9	8.7
1/2	234	234	-	-	-	2.1	2.4	-	4.5	68.6	4.7	2.4	7.1
2/1	1281	1281	-	-	-	2.0	4.3	-	6.2	17.5	11.6	4.3	15.8
2/2	1282	1282	-	-	-	1.8	2.6	-	4.3	12.1	12.3	2.6	14.8
2/3	1347	1347	-	-	-	1.7	3.5	-	5.2	13.9	12.4	3.5	15.9
2/4	817	817	-	-	-	0.2	0.7	-	0.9	3.8	0.8	0.7	1.4
C1 Stream: 1 PRC for Signalled Lanes (%):						1.9	Total Delay for Signalled Lanes (pcuHr):		18.18	Cycle Time (s):		75	
C1 Stream: 2 PRC for Signalled Lanes (%):						0.2	Total Delay for Signalled Lanes (pcuHr):		29.76	Cycle Time (s):		75	
C2 Stream: 1 PRC for Signalled Lanes (%):						-1.4	Total Delay for Signalled Lanes (pcuHr):		27.03	Cycle Time (s):		75	
PRC Over All Lanes (%):						-39.9	Total Delay Over All Lanes(pcuHr):		176.74				

Full Input Data And Results
Full Input Data And Results

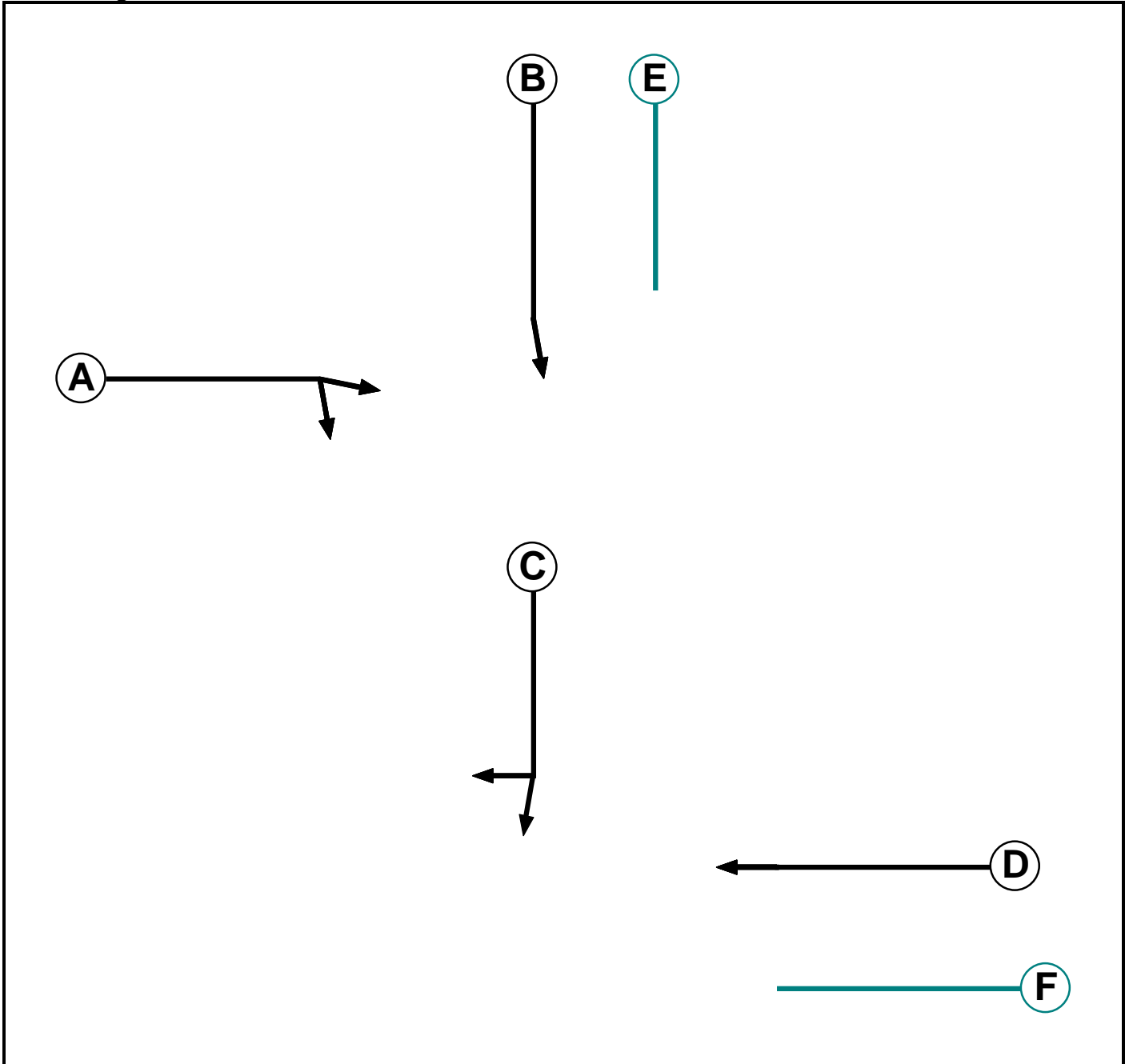
User and Project Details

Project:	HNRFI
Title:	M1 Junction 21
Location:	
Additional detail:	
File name:	240115_M1_Junction_21_Base_Validated+ LUE.lsg3x
Author:	Vibeeshan Devaharan
Company:	BWB Consulting
Address:	

Network Layout Diagram



C1
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Dummy	1		0	0
F	Dummy	2		0	0

Full Input Data And Results

Phase Intergrens Matrix

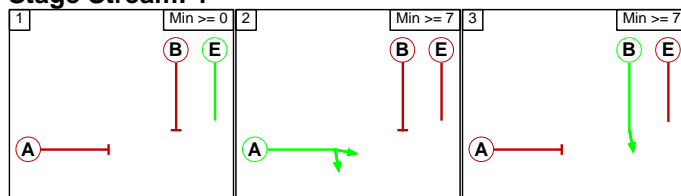
		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A	6	-	-	3	-	
	B	6	-	-	3	-	
	C	-	-	6	-	3	
	D	-	-	6	-	3	
	E	2	2	-	-	-	
	F	-	-	2	2	-	

Phases in Stage

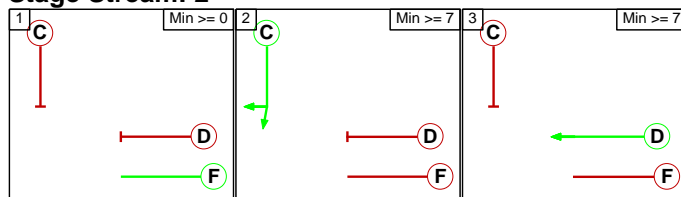
Stream	Stage No.	Phases in Stage
1	1	E
1	2	A
1	3	B
2	1	F
2	2	C
2	3	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Full Input Data And Results

Prohibited Stage Change

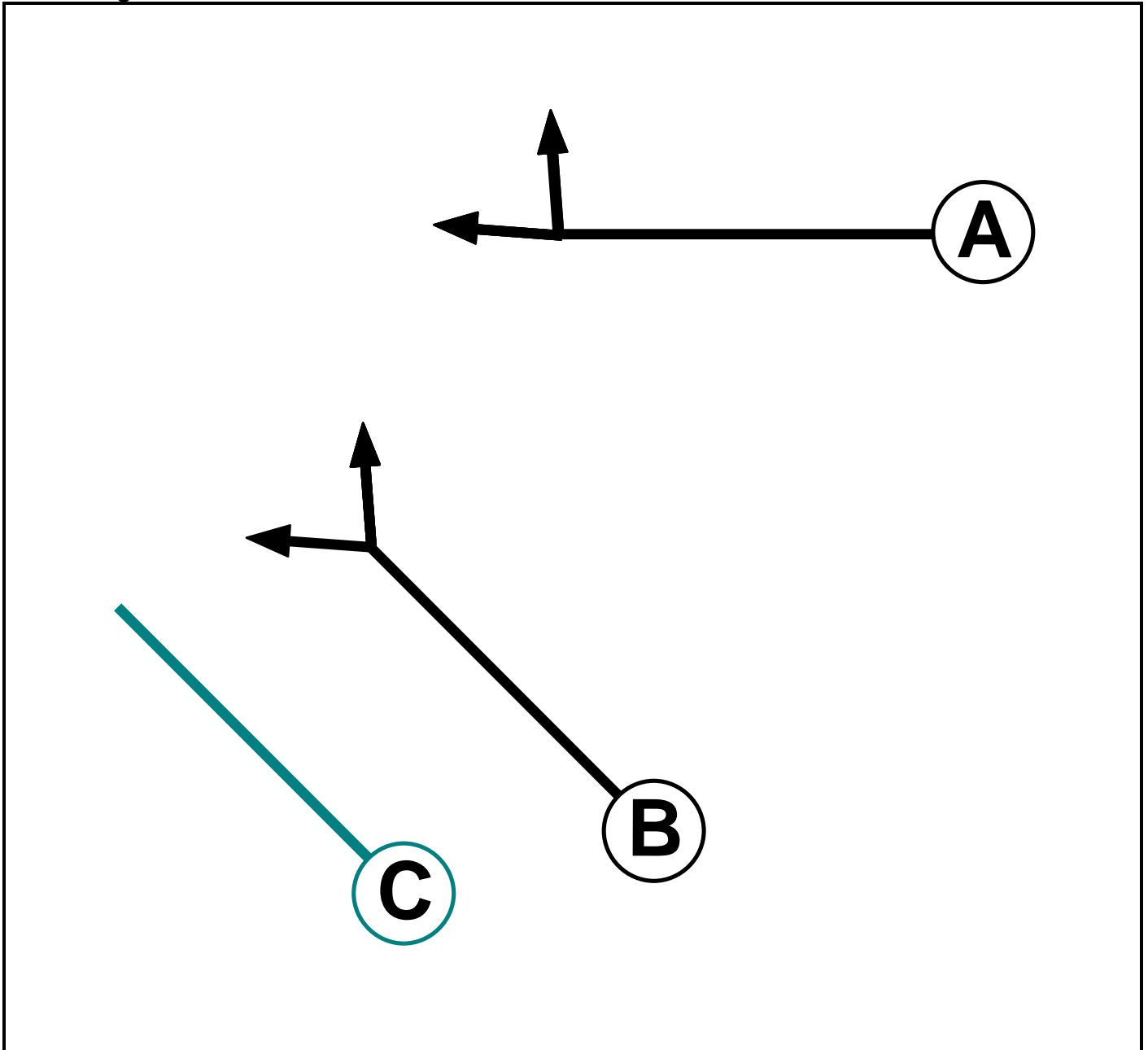
Stage Stream: 1

		To Stage		
		1	2	3
From Stage	1	■	2	2
	2	3	■	6
	3	3	6	■

Stage Stream: 2

		To Stage		
		1	2	3
From Stage	1	■	2	2
	2	3	■	6
	3	3	6	■

C2
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Dummy	1		0	0

Full Input Data And Results

Phase Intergrens Matrix

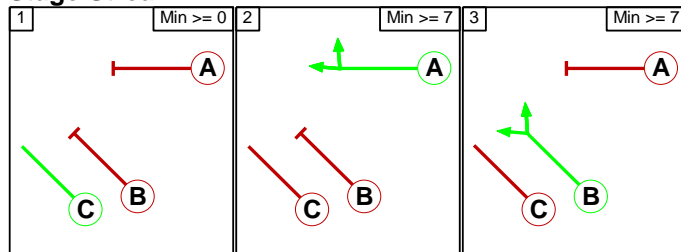
Terminating Phase	Starting Phase			
		A	B	C
	A		6	3
	B	6		3
C	2	2		

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	C
1	2	A
1	3	B

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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
	1		2	2
	2	3		6
3	3	6		

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: 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)
J1:6/1 (M69 EB)	J1:2/1 (Left)	1080	0	J1:10/1	0.33	All	-	-	-	-	-
				J1:10/2	0.33	All					
				J1:10/3	0.33	All					
J1:6/2 (M69 EB)	J1:8/1 (Ahead)	1080	0	J1:10/1	0.33	All	-	-	-	-	-
				J1:10/2	0.33	All					
				J1:10/3	0.33	All					
	J1:8/2 (Ahead)	1080	0	J1:10/1	0.33	All					
				J1:10/2	0.33	All					
				J1:10/3	0.33	All					
J1:6/3 (M69 EB)	J1:8/3 (Ahead)	1080	0	J1:10/1	0.33	All	-	-	-	-	-
				J1:10/2	0.33	All					
				J1:10/3	0.33	All					

Junction: J2: M1 Junction 21

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: 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)
J1:1/1 (M1 SB Off-Slip)	U	B	2	3	47.0	Geom	-	3.65	0.00	Y	Arm J1:9 Ahead	656.00
J1:1/2 (M1 SB Off-Slip)	U	B	2	3	47.0	Geom	-	3.65	0.00	N	Arm J1:9 Ahead	652.00
J1:1/3 (M1 SB Off-Slip)	U	B	2	3	17.0	Geom	-	3.50	0.00	Y	Arm J1:9 Ahead	648.00
J1:2/1	U		2	3	8.7	Inf	-	-	-	-	-	-
J1:2/2	U		2	3	8.7	Inf	-	-	-	-	-	-
J1:3/1 (A5460)	U	D	2	3	51.0	Geom	-	3.50	0.00	Y	Arm J2:2 Ahead	208.00
J1:3/2 (A5460)	U	D	2	3	51.0	Geom	-	3.50	0.00	Y	Arm J2:2 Ahead	205.00
J1:3/3 (A5460)	U	D	2	3	51.0	Geom	-	3.50	0.00	N	Arm J2:2 Ahead	201.00
J1:3/4 (A5460)	U	D	2	3	51.0	Geom	-	3.50	0.00	Y	Arm J2:2 Ahead	198.00
J1:4/1	U		2	3	14.1	Inf	-	-	-	-	-	-
J1:4/2	U		2	3	14.1	Inf	-	-	-	-	-	-
J1:4/3	U		2	3	14.1	Inf	-	-	-	-	-	-
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1 (M69 EB)	O		2	3	60.0	User	2000	-	-	-	-	-
J1:6/2 (M69 EB)	O		2	3	60.0	User	2000	-	-	-	-	-
J1:6/3 (M69 EB)	O		2	3	15.0	User	1600	-	-	-	-	-
J1:7/1	U		2	3	4.3	Inf	-	-	-	-	-	-
J1:7/2	U		2	3	4.3	Inf	-	-	-	-	-	-
J1:7/3	U		2	3	4.3	Inf	-	-	-	-	-	-
J1:8/1 (Northern Circulatory)	U	A	2	3	23.7	Geom	-	3.30	0.00	Y	Arm J1:4 Ahead	259.00
J1:8/2 (Northern Circulatory)	U	A	2	3	24.7	Geom	-	3.30	0.00	N	Arm J1:4 Ahead	255.00
J1:8/3 (Northern Circulatory)	U	A	2	3	21.0	Geom	-	3.30	0.00	Y	Arm J1:4 Ahead	Inf
											Arm J1:9 Right	251.00

Full Input Data And Results

J1:9/1 (Eastern Circulatory)	U	C	2	3	5.2	Geom	-	3.65	0.00	Y	Arm J1:5 Ahead	Inf
											Arm J2:2 Right	73.00
J1:9/2 (Eastern Circulatory)	U	C	2	3	5.2	Geom	-	3.30	0.00	N	Arm J2:2 Right	55.00
J1:9/3 (Eastern Circulatory)	U	C	2	3	5.2	Geom	-	3.30	0.00	Y	Arm J2:2 Right	51.00
J1:10/1 (Western Circulatory)	U		2	3	13.0	Geom	-	3.65	0.00	Y	Arm J1:2 Ahead	62.50
J1:10/2 (Western Circulatory)	U		2	3	13.0	Geom	-	3.65	0.00	N	Arm J1:2 Ahead	Inf
											Arm J1:8 Right	63.50
J1:10/3 (Western Circulatory)	U		2	3	13.0	Geom	-	3.65	0.00	Y	Arm J1:8 Right	60.00
J1:10/4 (Western Circulatory)	U		2	3	13.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: M1 Junction 21												
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 (M1 NB Off-Slip)	U	B	2	3	48.7	Geom	-	3.50	0.00	Y	Arm J1:7 Left	Inf
											Arm J1:10 Ahead	81.00
J2:1/2 (M1 NB Off-Slip)	U	B	2	3	48.7	Geom	-	3.50	0.00	N	Arm J1:10 Ahead	Inf
J2:1/3 (M1 NB Off-Slip)	U	B	2	3	5.0	Geom	-	3.25	0.00	Y	Arm J1:10 Ahead	Inf
J2:2/1 (Southern Circulatory)	U	A	2	3	17.4	Geom	-	3.25	0.00	Y	Arm J1:7 Ahead	Inf
J2:2/2 (Southern Circulatory)	U	A	2	3	22.6	Geom	-	3.50	0.00	N	Arm J1:7 Ahead	146.00
											Arm J1:7 Ahead	Inf
J2:2/3 (Southern Circulatory)	U	A	2	3	23.5	Geom	-	3.50	0.00	N	Arm J1:10 Right	131.00
J2:2/4 (Southern Circulatory)	U	A	2	3	19.1	Geom	-	3.50	0.00	Y	Arm J1:10 Right	105.00

Junction: J1: Unnamed Junction													
Lane	Custom Occupancy per Flow Group (PCU)												
	2023 AM Survey	2023 PM Survey	2036 WoD AM (Sens)	2036 WoD PM (Sens)	2036 WD AM (Sens)	2036 WD PM (Sens)	2036 WoD + Dev AM (Sens)	2036 WoD + Dev DM (Sens)	Dev Flows AM	Dev Flows PM	2036 WoD PM (Sens) (M1 No Block)	2036 WD PM (Sens) (M1 No Block)	2036 WoD + Dev DM (Sens) (M1 No Block)
J1:1/3 (M1 SB Off-Slip Lane 3)	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
J1:6/3 (M69 EB Lane 3)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
3: '2036 WoD AM (Sens)'	07:30	08:30	01:00	
4: '2036 WoD PM (Sens)'	16:30	17:30	01:00	

Full Input Data And Results

Scenario 1: '2036 WoD AM (Sens)' (FG3: '2036 WoD AM (Sens)', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	6	0	1	1555	1562
	B	1859	0	0	1403	3262
	C	0	444	2	3	449
	D	0	1332	3	2	1337
	Tot.	1865	1776	6	2963	6610

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2036 WoD AM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	521
J1:1/2 (with short)	1041(In) 520(Out)
J1:1/3 (short)	521
J1:2/1	936
J1:2/2	929
J1:3/1	701
J1:3/2	702
J1:3/3	930
J1:3/4	929
J1:4/1	592
J1:4/2	595
J1:4/3	589
J1:5/1	6
J1:6/1	445
J1:6/2 (with short)	892(In) 446(Out)
J1:6/3 (short)	446
J1:7/1	1225
J1:7/2	1223
J1:7/3	515
J1:8/1	592
J1:8/2	595
J1:8/3	596
J1:9/1	527
J1:9/2	521
J1:9/3	521
J1:10/1	936
J1:10/2	1076
J1:10/3	149
J1:10/4	150
Junction: J2: M1 Junction 21	
J2:1/1	150
J2:1/2 (with short)	299(In) 149(Out)
J2:1/3 (short)	150
J2:2/1	1222
J2:2/2	1223
J2:2/3	1451

Full Input Data And Results

J2:2/4	929
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Full Input Data And Results

Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB Off-Slip)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB Off-Slip)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB Off-Slip)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	205.00	100.0 %	1951	1951
J1:3/3 (A5460)	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1 (M69 EB Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:6/2 (M69 EB Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:6/3 (M69 EB Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2 (Northern Circulatory)	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	98.8 %	1945	1945
				Arm J1:9 Right	251.00	1.2 %		
J1:9/1 (Eastern Circulatory)	3.65	0.00	Y	Arm J1:5 Ahead	Inf	1.1 %	1941	1941
				Arm J2:2 Right	73.00	98.9 %		
J1:9/2 (Eastern Circulatory)	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3 (Eastern Circulatory)	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1 (Western Circulatory)	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934

Full Input Data And Results

J1:10/2 (Western Circulatory)	3.65	0.00	N	Arm J1:2 Ahead	Inf	86.3 %	2113	2113
				Arm J1:8 Right	63.50	13.7 %		
J1:10/3 (Western Circulatory)	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932
J1:10/4 (Western Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf

Junction: J2: M1 Junction 21								
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 (M1 NB Off-Slip)	3.50	0.00	Y	Arm J1:7 Left	Inf	2.0 %	1930	1930
				Arm J1:10 Ahead	81.00	98.0 %		
J2:1/2 (M1 NB Off-Slip)	3.50	0.00	N	Arm J1:10 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (M1 NB Off-Slip)	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J2:2/1 (Southern Circulatory)	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	Inf	35.5 %	2090	2090
				Arm J1:10 Right	131.00	64.5 %		
J2:2/4 (Southern Circulatory)	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 2: '2036 WoD PM (Sens)' (FG4: '2036 WoD PM (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	22	0	1	1502	1525
	B	1633	0	0	1416	3049
	C	0	456	0	13	469
	D	0	753	4	0	757
	Tot.	1655	1209	5	2931	5800

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2036 WoD PM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	508
J1:1/2 (with short)	1017(In) 509(Out)
J1:1/3 (short)	508
J1:2/1	838
J1:2/2	817
J1:3/1	708
J1:3/2	708
J1:3/3	816
J1:3/4	817
J1:4/1	396
J1:4/2	409
J1:4/3	404
J1:5/1	5
J1:6/1	253
J1:6/2 (with short)	504(In) 252(Out)
J1:6/3 (short)	252
J1:7/1	1228
J1:7/2	1217
J1:7/3	486
J1:8/1	396
J1:8/2	409
J1:8/3	408
J1:9/1	512
J1:9/2	509
J1:9/3	508
J1:10/1	838
J1:10/2	960
J1:10/3	157
J1:10/4	156
Junction: J2: M1 Junction 21	
J2:1/1	156
J2:1/2 (with short)	313(In) 157(Out)
J2:1/3 (short)	156
J2:2/1	1215
J2:2/2	1217
J2:2/3	1324

Full Input Data And Results

J2:2/4	817
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Full Input Data And Results

Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB Off-Slip)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB Off-Slip)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB Off-Slip)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	205.00	100.0 %	1951	1951
J1:3/3 (A5460)	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1 (M69 EB Lane 1)	This lane uses a directly entered Saturation Flow						430	430
J1:6/2 (M69 EB Lane 2)	This lane uses a directly entered Saturation Flow						455	455
J1:6/3 (M69 EB Lane 3)	This lane uses a directly entered Saturation Flow						475	475
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2 (Northern Circulatory)	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	99.0 %	1945	1945
				Arm J1:9 Right	251.00	1.0 %		
J1:9/1 (Eastern Circulatory)	3.65	0.00	Y	Arm J1:5 Ahead	Inf	1.0 %	1941	1941
				Arm J2:2 Right	73.00	99.0 %		
J1:9/2 (Eastern Circulatory)	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3 (Eastern Circulatory)	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1 (Western Circulatory)	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934

Full Input Data And Results

J1:10/2 (Western Circulatory)	3.65	0.00	N	Arm J1:2 Ahead	Inf	85.1 %	2113	2113
				Arm J1:8 Right	63.50	14.9 %		
J1:10/3 (Western Circulatory)	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932
J1:10/4 (Western Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf

Junction: J2: M1 Junction 21								
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 (M1 NB Off-Slip)	3.50	0.00	Y	Arm J1:7 Left	Inf	8.3 %	1932	1932
				Arm J1:10 Ahead	81.00	91.7 %		
J2:1/2 (M1 NB Off-Slip)	3.50	0.00	N	Arm J1:10 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (M1 NB Off-Slip)	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J2:2/1 (Southern Circulatory)	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	Inf	36.7 %	2090	2090
				Arm J1:10 Right	131.00	63.3 %		
J2:2/4 (Southern Circulatory)	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 3: '2036 WD AM (Sens)' (FG5: '2036 WD AM (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	6	0	1	1556	1563
	B	1847	0	0	1476	3323
	C	0	446	2	3	451
	D	0	1353	3	2	1358
	Tot.	1853	1799	6	3037	6695

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2036 WD AM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	521
J1:1/2 (with short)	1042(In) 521(Out)
J1:1/3 (short)	521
J1:2/1	929
J1:2/2	924
J1:3/1	738
J1:3/2	738
J1:3/3	923
J1:3/4	924
J1:4/1	599
J1:4/2	604
J1:4/3	596
J1:5/1	6
J1:6/1	452
J1:6/2 (with short)	906(In) 453(Out)
J1:6/3 (short)	453
J1:7/1	1262
J1:7/2	1260
J1:7/3	515
J1:8/1	599
J1:8/2	604
J1:8/3	603
J1:9/1	527
J1:9/2	522
J1:9/3	521
J1:10/1	929
J1:10/2	1071
J1:10/3	151
J1:10/4	150
Junction: J2: M1 Junction 21	
J2:1/1	150
J2:1/2 (with short)	301(In) 151(Out)
J2:1/3 (short)	150
J2:2/1	1259
J2:2/2	1260
J2:2/3	1444

Full Input Data And Results

J2:2/4	924
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Full Input Data And Results

Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB Off-Slip)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB Off-Slip)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB Off-Slip)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	205.00	100.0 %	1951	1951
J1:3/3 (A5460)	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1 (M69 EB Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:6/2 (M69 EB Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:6/3 (M69 EB Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2 (Northern Circulatory)	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	98.8 %	1945	1945
				Arm J1:9 Right	251.00	1.2 %		
J1:9/1 (Eastern Circulatory)	3.65	0.00	Y	Arm J1:5 Ahead	Inf	1.1 %	1941	1941
				Arm J2:2 Right	73.00	98.9 %		
J1:9/2 (Eastern Circulatory)	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3 (Eastern Circulatory)	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1 (Western Circulatory)	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934

Full Input Data And Results

J1:10/2 (Western Circulatory)	3.65	0.00	N	Arm J1:2 Ahead	Inf	86.3 %	2113	2113
				Arm J1:8 Right	63.50	13.7 %		
J1:10/3 (Western Circulatory)	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932
J1:10/4 (Western Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf

Junction: J2: M1 Junction 21								
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 (M1 NB Off-Slip)	3.50	0.00	Y	Arm J1:7 Left	Inf	2.0 %	1930	1930
				Arm J1:10 Ahead	81.00	98.0 %		
J2:1/2 (M1 NB Off-Slip)	3.50	0.00	N	Arm J1:10 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (M1 NB Off-Slip)	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J2:2/1 (Southern Circulatory)	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	Inf	35.7 %	2090	2090
				Arm J1:10 Right	131.00	64.3 %		
J2:2/4 (Southern Circulatory)	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 4: '2036 WD PM (Sens)' (FG6: '2036 WD PM (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	22	0	1	1525	1548
	B	1730	0	0	1430	3160
	C	0	473	0	13	486
	D	0	761	4	0	765
	Tot.	1752	1234	5	2968	5959

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2036 WD PM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	516
J1:1/2 (with short)	1032(In) 516(Out)
J1:1/3 (short)	516
J1:2/1	887
J1:2/2	865
J1:3/1	715
J1:3/2	715
J1:3/3	865
J1:3/4	865
J1:4/1	404
J1:4/2	417
J1:4/3	413
J1:5/1	5
J1:6/1	255
J1:6/2 (with short)	510(In) 255(Out)
J1:6/3 (short)	255
J1:7/1	1243
J1:7/2	1231
J1:7/3	494
J1:8/1	404
J1:8/2	417
J1:8/3	417
J1:9/1	520
J1:9/2	516
J1:9/3	516
J1:10/1	887
J1:10/2	1014
J1:10/3	162
J1:10/4	162
Junction: J2: M1 Junction 21	
J2:1/1	162
J2:1/2 (with short)	324(In) 162(Out)
J2:1/3 (short)	162
J2:2/1	1230
J2:2/2	1231
J2:2/3	1381

Full Input Data And Results

J2:2/4	865
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Full Input Data And Results

Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB Off-Slip)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB Off-Slip)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB Off-Slip)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	205.00	100.0 %	1951	1951
J1:3/3 (A5460)	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1 (M69 EB Lane 1)	This lane uses a directly entered Saturation Flow						430	430
J1:6/2 (M69 EB Lane 2)	This lane uses a directly entered Saturation Flow						455	455
J1:6/3 (M69 EB Lane 3)	This lane uses a directly entered Saturation Flow						475	475
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2 (Northern Circulatory)	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	99.0 %	1945	1945
				Arm J1:9 Right	251.00	1.0 %		
J1:9/1 (Eastern Circulatory)	3.65	0.00	Y	Arm J1:5 Ahead	Inf	1.0 %	1941	1941
				Arm J2:2 Right	73.00	99.0 %		
J1:9/2 (Eastern Circulatory)	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3 (Eastern Circulatory)	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1 (Western Circulatory)	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934

Full Input Data And Results

J1:10/2 (Western Circulatory)	3.65	0.00	N	Arm J1:2 Ahead	Inf	85.3 %	2113	2113
				Arm J1:8 Right	63.50	14.7 %		
J1:10/3 (Western Circulatory)	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932
J1:10/4 (Western Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf

Junction: J2: M1 Junction 21								
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 (M1 NB Off-Slip)	3.50	0.00	Y	Arm J1:7 Left	Inf	8.0 %	1932	1932
				Arm J1:10 Ahead	81.00	92.0 %		
J2:1/2 (M1 NB Off-Slip)	3.50	0.00	N	Arm J1:10 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (M1 NB Off-Slip)	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J2:2/1 (Southern Circulatory)	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	Inf	35.8 %	2090	2090
				Arm J1:10 Right	131.00	64.2 %		
J2:2/4 (Southern Circulatory)	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 5: '2036 WoD + Dev AM (Sens)' (FG7: '2036 WoD + Dev AM (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	6	0	1	1624	1631
	B	1859	0	0	1576	3435
	C	0	444	2	3	449
	D	0	1337	3	2	1342
	Tot.	1865	1781	6	3205	6857

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2036 WoD + Dev AM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	554
J1:1/2 (with short)	1077(In) 573(Out)
J1:1/3 (short)	504
J1:2/1	935
J1:2/2	930
J1:3/1	788
J1:3/2	788
J1:3/3	929
J1:3/4	930
J1:4/1	594
J1:4/2	597
J1:4/3	590
J1:5/1	6
J1:6/1	447
J1:6/2 (with short)	895(In) 448(Out)
J1:6/3 (short)	447
J1:7/1	1345
J1:7/2	1362
J1:7/3	498
J1:8/1	594
J1:8/2	597
J1:8/3	597
J1:9/1	560
J1:9/2	574
J1:9/3	504
J1:10/1	935
J1:10/2	1077
J1:10/3	149
J1:10/4	150
Junction: J2: M1 Junction 21	
J2:1/1	150
J2:1/2 (with short)	299(In) 149(Out)
J2:1/3 (short)	150
J2:2/1	1342
J2:2/2	1362
J2:2/3	1433

Full Input Data And Results

J2:2/4	930
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Full Input Data And Results

Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB Off-Slip)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB Off-Slip)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB Off-Slip)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	205.00	100.0 %	1951	1951
J1:3/3 (A5460)	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1 (M69 EB Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:6/2 (M69 EB Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:6/3 (M69 EB Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2 (Northern Circulatory)	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	98.8 %	1945	1945
J1:9/1 (Eastern Circulatory)	3.65	0.00	Y	Arm J1:9 Right	251.00	1.2 %		
				Arm J1:5 Ahead	Inf	1.1 %	1941	1941
J1:9/2 (Eastern Circulatory)	3.30	0.00	N	Arm J2:2 Right	73.00	98.9 %	2030	2030
				Arm J2:2 Right	55.00	100.0 %		
J1:9/3 (Eastern Circulatory)	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1 (Western Circulatory)	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934

Full Input Data And Results

J1:10/2 (Western Circulatory)	3.65	0.00	N	Arm J1:2 Ahead	Inf	86.4 %	2113	2113
				Arm J1:8 Right	63.50	13.6 %		
J1:10/3 (Western Circulatory)	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932
J1:10/4 (Western Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf

Junction: J2: M1 Junction 21								
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 (M1 NB Off-Slip)	3.50	0.00	Y	Arm J1:7 Left	Inf	2.0 %	1930	1930
				Arm J1:10 Ahead	81.00	98.0 %		
J2:1/2 (M1 NB Off-Slip)	3.50	0.00	N	Arm J1:10 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (M1 NB Off-Slip)	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J2:2/1 (Southern Circulatory)	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	Inf	34.8 %	2089	2089
				Arm J1:10 Right	131.00	65.2 %		
J2:2/4 (Southern Circulatory)	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 6: '2036 WoD + Dev PM (Sens)' (FG8: '2036 WoD + Dev DM (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	22	0	1	1571	1594
	B	1633	0	0	1501	3134
	C	0	456	0	13	469
	D	0	873	4	0	877
	Tot.	1655	1329	5	3085	6074

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2036 WoD + Dev PM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	531
J1:1/2 (with short)	1063(In) 532(Out)
J1:1/3 (short)	531
J1:2/1	838
J1:2/2	817
J1:3/1	751
J1:3/2	750
J1:3/3	816
J1:3/4	817
J1:4/1	435
J1:4/2	450
J1:4/3	444
J1:5/1	5
J1:6/1	292
J1:6/2 (with short)	585(In) 293(Out)
J1:6/3 (short)	292
J1:7/1	1294
J1:7/2	1282
J1:7/3	509
J1:8/1	435
J1:8/2	450
J1:8/3	448
J1:9/1	535
J1:9/2	532
J1:9/3	531
J1:10/1	838
J1:10/2	960
J1:10/3	157
J1:10/4	156
Junction: J2: M1 Junction 21	
J2:1/1	156
J2:1/2 (with short)	313(In) 157(Out)
J2:1/3 (short)	156
J2:2/1	1281
J2:2/2	1282
J2:2/3	1347

Full Input Data And Results

J2:2/4	817
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Full Input Data And Results

Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB Off-Slip)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB Off-Slip)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB Off-Slip)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	205.00	100.0 %	1951	1951
J1:3/3 (A5460)	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4 (A5460)	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1 (M69 EB Lane 1)	This lane uses a directly entered Saturation Flow						430	430
J1:6/2 (M69 EB Lane 2)	This lane uses a directly entered Saturation Flow						455	455
J1:6/3 (M69 EB Lane 3)	This lane uses a directly entered Saturation Flow						475	475
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2 (Northern Circulatory)	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3 (Northern Circulatory)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	99.1 %	1945	1945
				Arm J1:9 Right	251.00	0.9 %		
J1:9/1 (Eastern Circulatory)	3.65	0.00	Y	Arm J1:5 Ahead	Inf	0.9 %	1940	1940
				Arm J2:2 Right	73.00	99.1 %		
J1:9/2 (Eastern Circulatory)	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3 (Eastern Circulatory)	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1 (Western Circulatory)	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934

Full Input Data And Results

J1:10/2 (Western Circulatory)	3.65	0.00	N	Arm J1:2 Ahead	Inf	85.1 %	2113	2113
				Arm J1:8 Right	63.50	14.9 %		
J1:10/3 (Western Circulatory)	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932
J1:10/4 (Western Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf

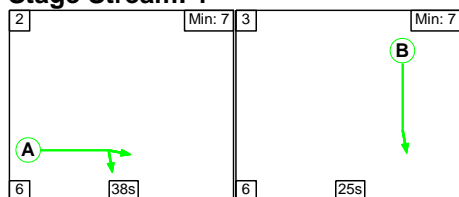
Junction: J2: M1 Junction 21								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M1 NB Off-Slip)	3.50	0.00	Y	Arm J1:7 Left	Inf	8.3 %	1932	1932
				Arm J1:10 Ahead	81.00	91.7 %		
J2:1/2 (M1 NB Off-Slip)	3.50	0.00	N	Arm J1:10 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (M1 NB Off-Slip)	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J2:2/1 (Southern Circulatory)	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3 (Southern Circulatory)	3.50	0.00	N	Arm J1:7 Ahead	Inf	37.8 %	2090	2090
				Arm J1:10 Right	131.00	62.2 %		
J2:2/4 (Southern Circulatory)	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 1: '2036 WoD AM (Sens)' (FG3: '2036 WoD AM (Sens)', Plan 1: 'Network Control Plan 1')

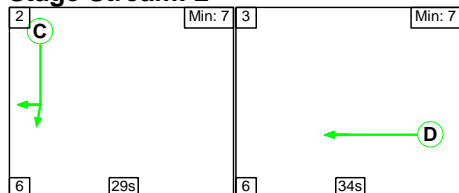
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

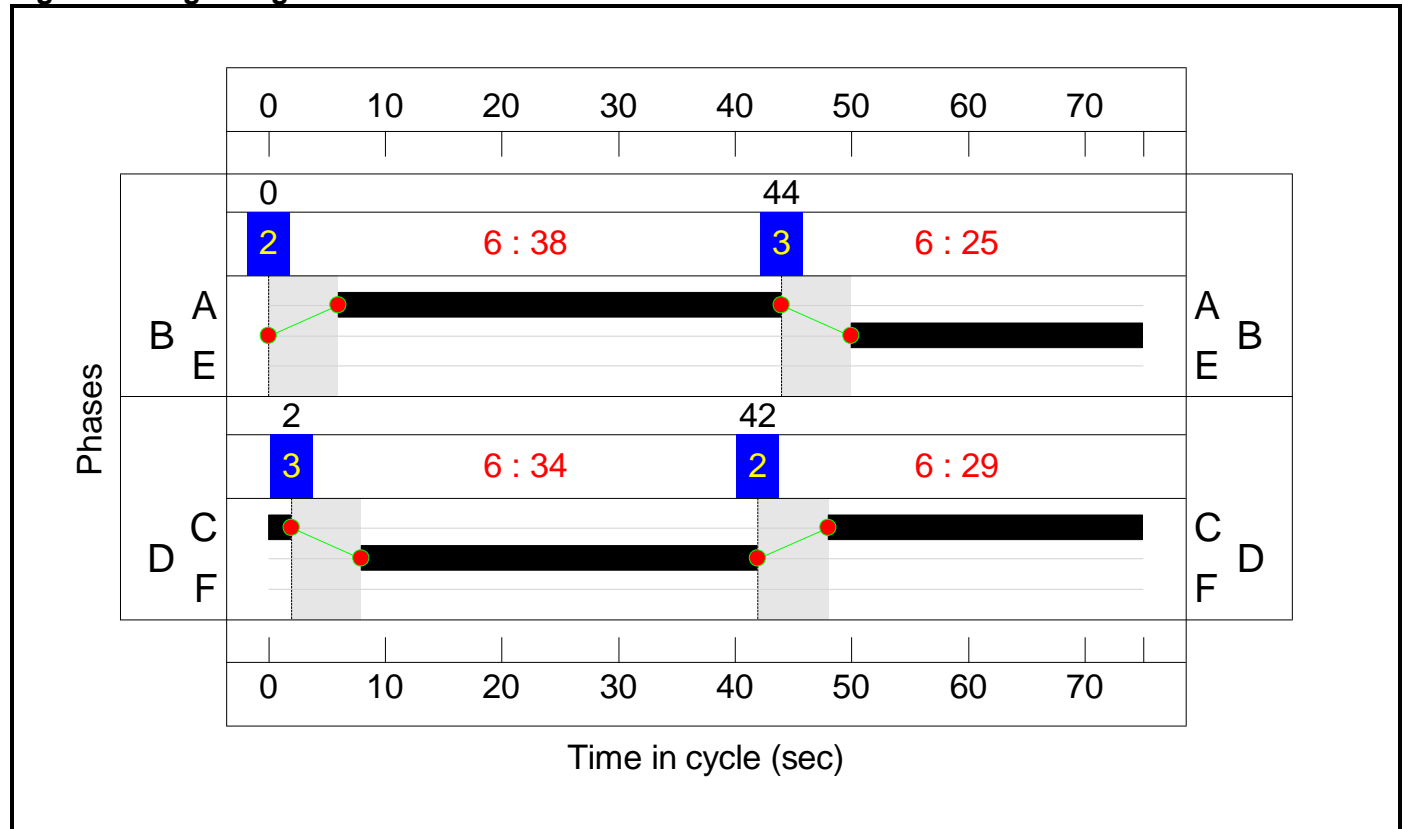
Stage	2	3
Duration	38	25
Change Point	0	44

Full Input Data And Results

Stage Stream: 2

Stage	2	3
Duration	29	34
Change Point	42	2

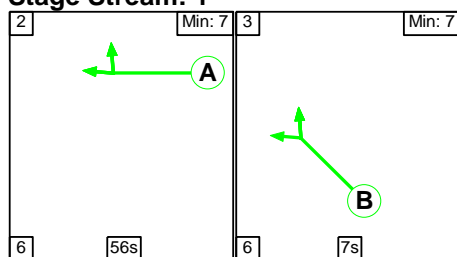
Signal Timings Diagram



C2

Stage Sequence Diagram

Stage Stream: 1

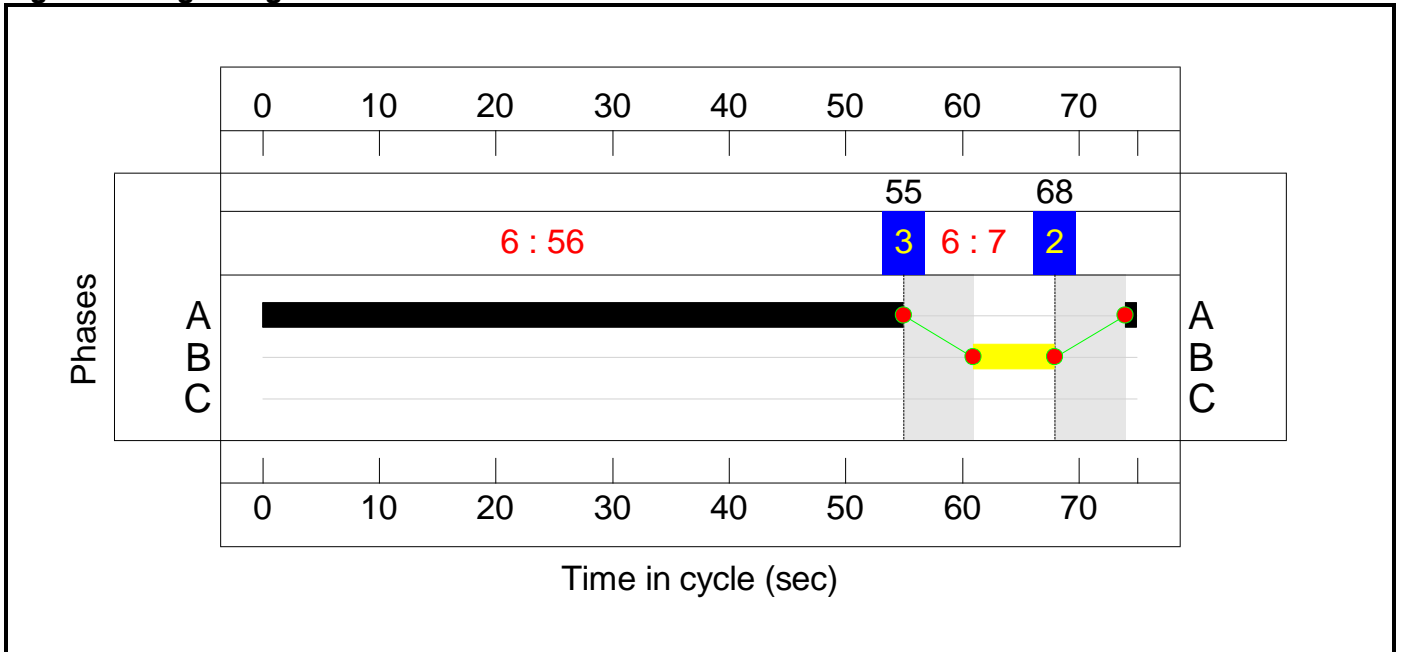


Stage Timings

Stage Stream: 1

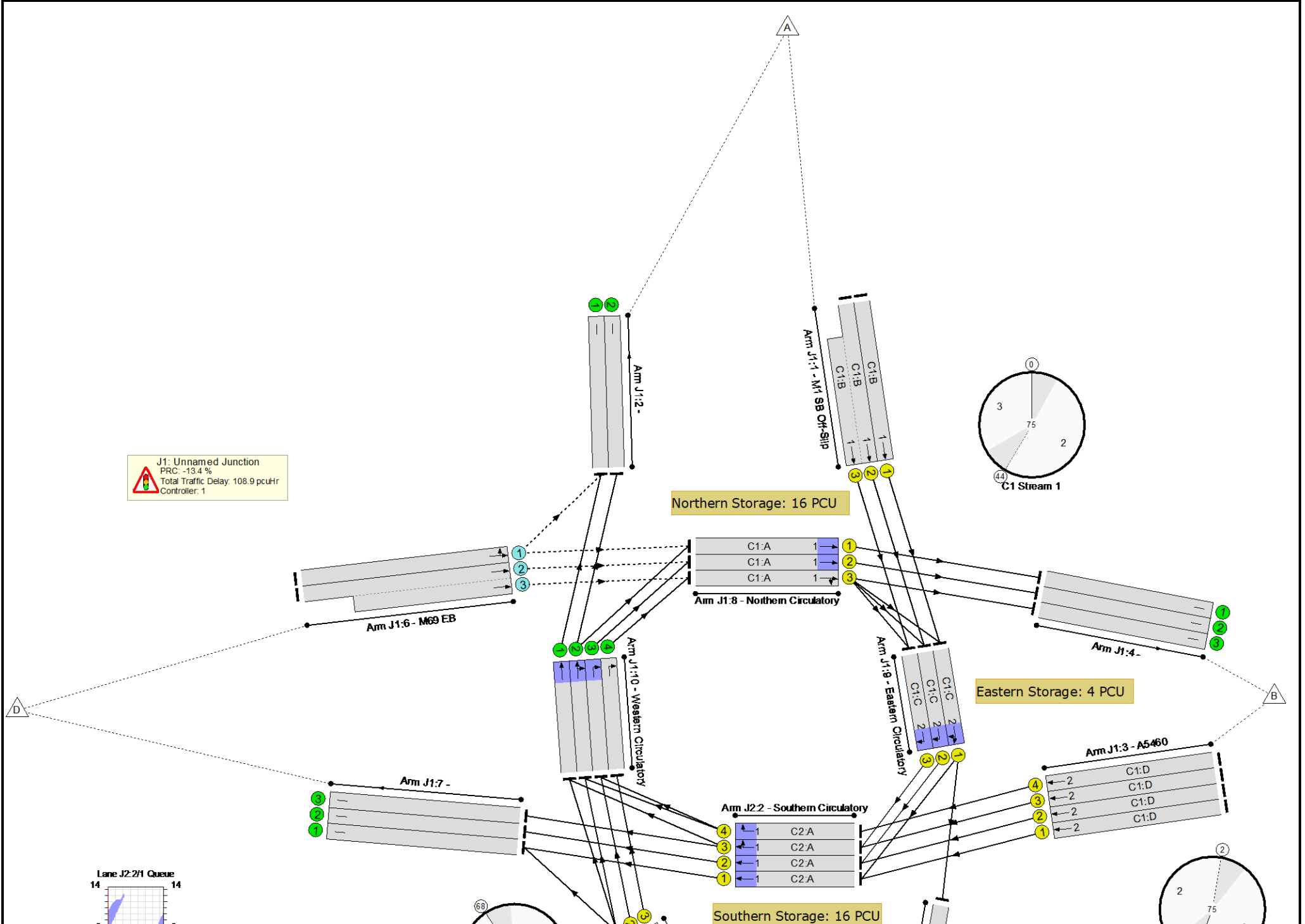
Stage	2	3
Duration	56	7
Change Point	68	55

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	102.1%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	102.1%
1/1	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	25	-	521	1975	685	76.1%
1/2+1/3	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	25	-	1041	2115:1960	733+679	70.9 : 76.7%
2/1		U	N/A	N/A	-		-	-	-	936	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	929	Inf	Inf	0.0%
3/1	A5460 Ahead	U	1:2	N/A	C1:D		1	34	-	701	1951	910	77.0%
3/2	A5460 Ahead	U	1:2	N/A	C1:D		1	34	-	702	1951	910	77.1%
3/3	A5460 Ahead	U	1:2	N/A	C1:D		1	34	-	930	2089	975	95.4%
3/4	A5460 Ahead	U	1:2	N/A	C1:D		1	34	-	929	1950	910	102.1%
4/1		U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
6/1	M69 EB Left Ahead	O	N/A	N/A	-		-	-	-	445	2000	437	101.8%
6/2+6/3	M69 EB Ahead	O	N/A	N/A	-		-	-	-	892	2000:1600	437+437	102.0 : 102.0%
7/1		U	N/A	N/A	-		-	-	-	1225	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1223	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
8/1	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	38	-	592	1934	1006	58.1%

Full Input Data And Results

8/2	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	38	-	595	2073	1078	54.4%
8/3	Northern Circulatory Ahead Right	U	1:1	N/A	C1:A		1	38	-	596	1945	1011	58.1%
9/1	Eastern Circulatory Ahead Right	U	1:2	N/A	C1:C		1	29	-	527	1941	776	67.9%
9/2	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	29	-	521	2030	812	64.2%
9/3	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	29	-	521	1889	756	69.0%
10/1	Western Circulatory Ahead	U	N/A	N/A	-		-	-	-	936	1934	1934	48.4%
10/2	Western Circulatory Ahead Right	U	N/A	N/A	-		-	-	-	1076	2113	2113	50.0%
10/3	Western Circulatory Right	U	N/A	N/A	-		-	-	-	149	1932	1932	7.7%
10/4	Western Circulatory Right	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
1/1	M1 NB Off-Slip Left Ahead	U	2:1	N/A	C2:B		1	7	-	150	1930	206	72.9%
1/2+1/3	M1 NB Off-Slip Ahead	U	2:1	N/A	C2:B		1	7	-	299	2105:1940	206+207	72.5 : 72.5%
2/1	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	56	-	1222	1940	1474	82.9%
2/2	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	56	-	1223	2084	1584	77.2%
2/3	Southern Circulatory Ahead Right	U	2:1	N/A	C2:A		1	56	-	1451	2090	1588	91.3%

Full Input Data And Results

2/4	Southern Circulatory Right	U	2:1	N/A	C2:A		1	56	-	929	1937	1472	61.8%
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Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 21	-	-	2186	0	0	44.3	85.7	0.0	130.0	-	-	-	-
J1: Unnamed Junction	-	-	2186	0	0	35.5	73.4	0.0	108.9	-	-	-	-
1/1	521	521	-	-	-	3.1	1.6	-	4.7	32.5	9.6	1.6	11.1
1/2+1/3	1041	1041	-	-	-	6.2	1.4	-	7.6 (3.8+3.9)	26.3 (26.0:26.6)	9.6	1.4	10.9
2/1	936	936	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	910	910	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	701	701	-	-	-	3.2	1.6	-	4.9	25.1	12.1	1.6	13.7
3/2	702	702	-	-	-	3.2	1.7	-	4.9	25.2	12.1	1.7	13.7
3/3	930	930	-	-	-	5.0	7.7	-	12.7	49.1	18.6	7.7	26.3
3/4	929	910	-	-	-	5.8	20.7	-	26.5	102.8	19.8	20.7	40.5
4/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	445	437	437	0	0	2.5	12.7	-	15.2	123.1	24.0	12.7	36.7
6/2+6/3	892	874	1749	0	0	5.2	20.0	-	25.1 (12.6+12.6)	101.5 (101.5:101.5)	24.0	20.0	44.0
7/1	1225	1225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1223	1223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	584	584	-	-	-	0.3	0.7	-	0.9	5.8	3.8	0.7	4.5
8/2	586	586	-	-	-	0.3	0.6	-	0.8	5.2	3.6	0.6	4.2
8/3	587	587	-	-	-	0.3	0.7	-	1.0	6.0	5.1	0.7	5.8
9/1	527	527	-	-	-	0.1	1.0	-	1.2	7.9	0.2	1.0	1.3
9/2	521	521	-	-	-	0.1	0.9	-	1.0	6.8	0.3	0.9	1.2

Full Input Data And Results

9/3	521	521	-	-	-	0.1	1.1	-	1.2	8.2	0.2	1.1	1.3
10/1	936	936	-	-	-	0.1	0.5	-	0.6	2.2	0.7	0.5	1.1
10/2	1057	1057	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
10/3	149	149	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/4	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M1 Junction 21	-	-	0	0	0	8.7	12.4	0.0	21.1	-	-	-	-
1/1	150	150	-	-	-	1.4	1.3	-	2.6	63.3	3.0	1.3	4.3
1/2+1/3	299	299	-	-	-	2.7	1.3	-	4.0 (2.0+2.0)	47.8 (47.7:48.0)	3.0	1.3	4.3
2/1	1222	1222	-	-	-	2.1	2.4	-	4.4	13.0	12.5	2.4	14.9
2/2	1223	1223	-	-	-	1.3	1.7	-	2.9	8.7	11.0	1.7	12.7
2/3	1451	1451	-	-	-	1.3	4.9	-	6.2	15.5	11.3	4.9	16.2
2/4	910	910	-	-	-	0.1	0.8	-	0.9	3.5	0.3	0.8	1.1
C1 Stream: 1 PRC for Signalled Lanes (%): 17.4 C1 Stream: 2 PRC for Signalled Lanes (%): -13.4 C2 Stream: 1 PRC for Signalled Lanes (%): -1.5 PRC Over All Lanes (%): -13.4						Total Delay for Signalled Lanes (pcuHr): 15.09 Total Delay for Signalled Lanes (pcuHr): 52.32 Total Delay for Signalled Lanes (pcuHr): 21.10 Total Delay Over All Lanes (pcuHr): 130.00			Cycle Time (s): 75 Cycle Time (s): 75 Cycle Time (s): 75				

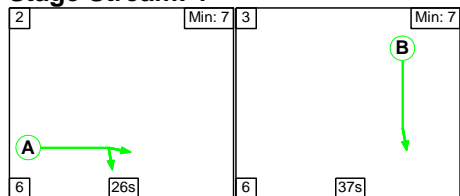
Full Input Data And Results

Scenario 2: '2036 WoD PM (Sens)' (FG4: '2036 WoD PM (Sens)', Plan 1: 'Network Control Plan 1')

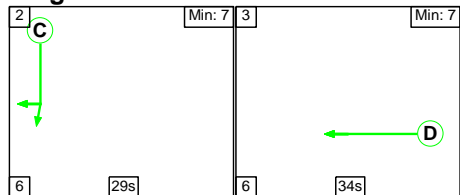
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

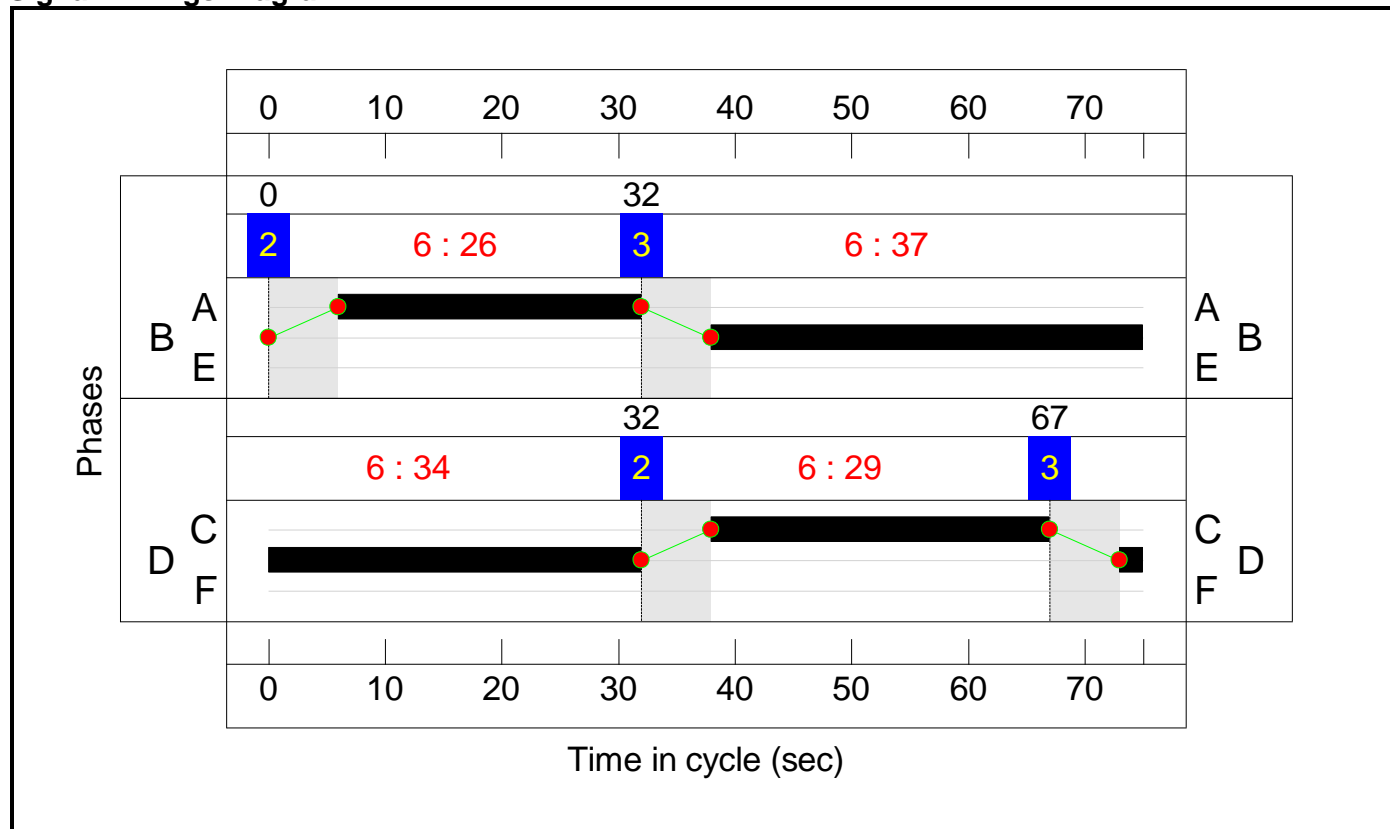
Stage Stream: 1

Stage	2	3
Duration	26	37
Change Point	0	32

Stage Stream: 2

Stage	2	3
Duration	29	34
Change Point	32	67

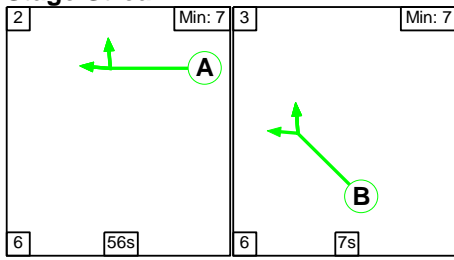
Signal Timings Diagram



C2

Stage Sequence Diagram

Stage Stream: 1

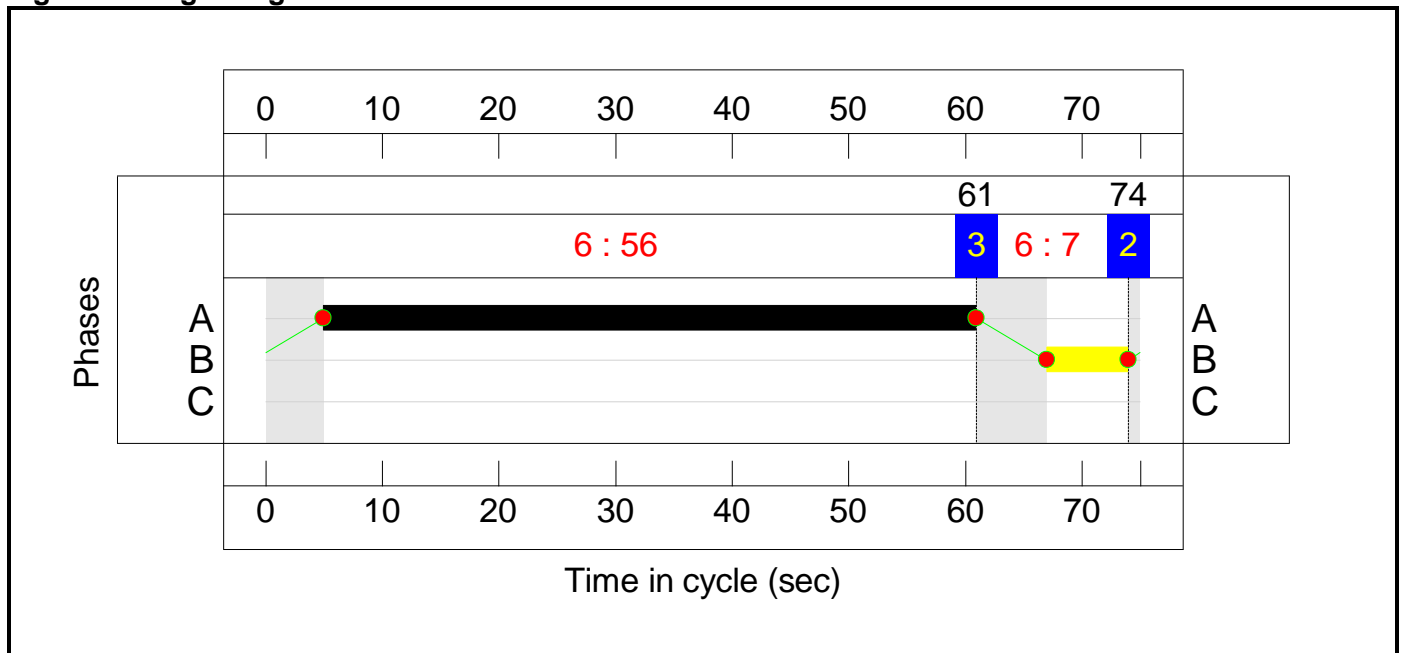


Stage Timings

Stage Stream: 1

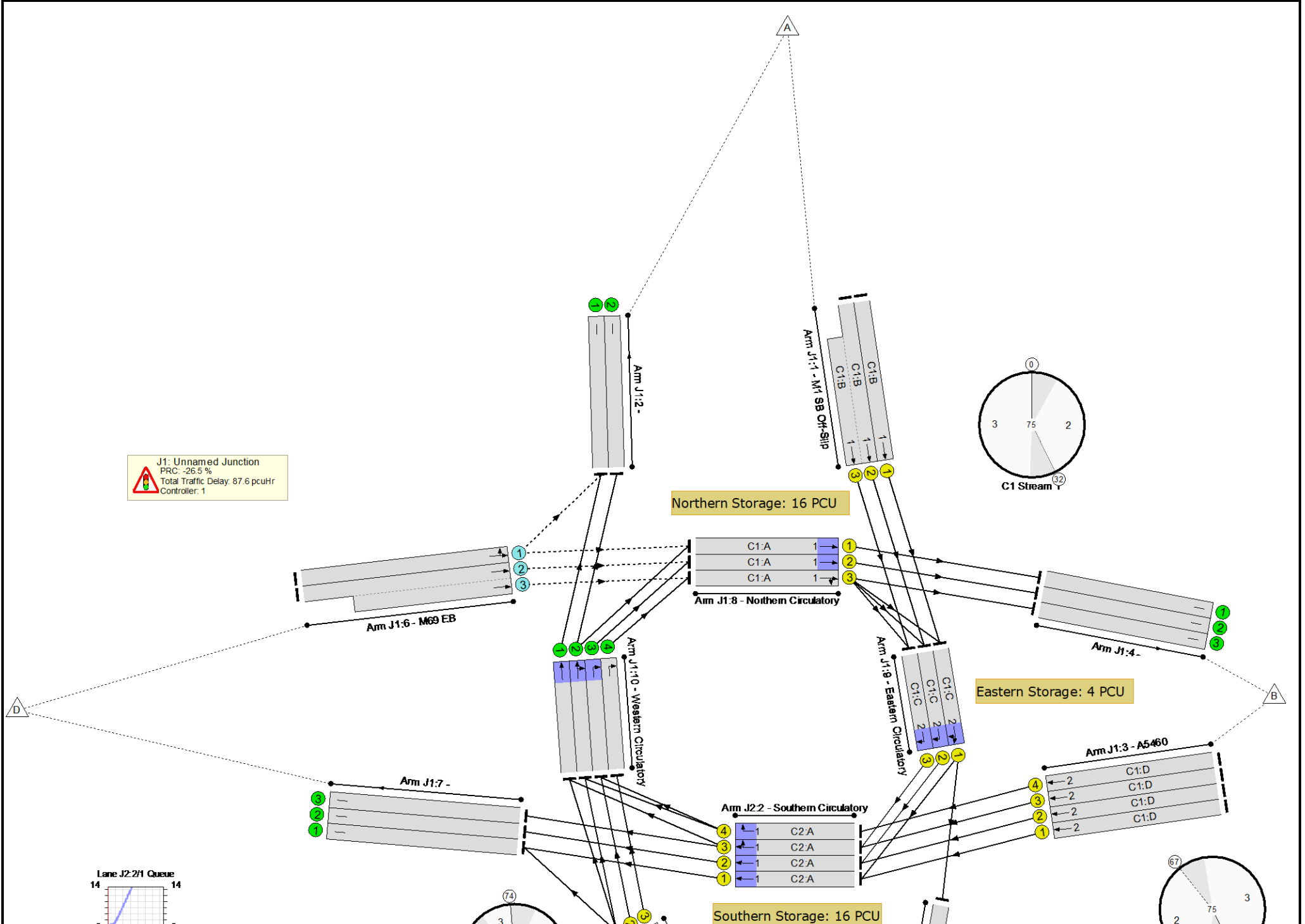
Stage	2	3
Duration	56	7
Change Point	74	61

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	113.9%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	113.9%
1/1	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	37	-	508	1975	1001	50.8%
1/2+1/3	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	37	-	1017	2115:1960	913+911	55.8 : 55.8%
2/1		U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
3/1	A5460 Ahead	U	1:2	N/A	C1:D		1	34	-	708	1951	910	77.8%
3/2	A5460 Ahead	U	1:2	N/A	C1:D		1	34	-	708	1951	910	77.8%
3/3	A5460 Ahead	U	1:2	N/A	C1:D		1	34	-	816	2089	975	83.7%
3/4	A5460 Ahead	U	1:2	N/A	C1:D		1	34	-	817	1950	910	89.8%
4/1		U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	404	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
6/1	M69 EB Left Ahead	O	N/A	N/A	-		-	-	-	253	430	249	101.8%
6/2+6/3	M69 EB Ahead	O	N/A	N/A	-		-	-	-	504	455:475	221+221	113.9 : 113.9%
7/1		U	N/A	N/A	-		-	-	-	1228	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1217	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
8/1	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	26	-	396	1934	696	56.3%

Full Input Data And Results

8/2	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	26	-	409	2073	746	50.7%
8/3	Northern Circulatory Ahead Right	U	1:1	N/A	C1:A		1	26	-	408	1945	700	53.9%
9/1	Eastern Circulatory Ahead Right	U	1:2	N/A	C1:C		1	29	-	512	1941	776	65.9%
9/2	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	29	-	509	2030	812	62.7%
9/3	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	29	-	508	1889	756	67.2%
10/1	Western Circulatory Ahead	U	N/A	N/A	-		-	-	-	838	1934	1934	43.3%
10/2	Western Circulatory Ahead Right	U	N/A	N/A	-		-	-	-	960	2113	2113	45.4%
10/3	Western Circulatory Right	U	N/A	N/A	-		-	-	-	157	1932	1932	8.1%
10/4	Western Circulatory Right	U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	83.4%
1/1	M1 NB Off-Slip Left Ahead	U	2:1	N/A	C2:B		1	7	-	156	1932	206	75.7%
1/2+1/3	M1 NB Off-Slip Ahead	U	2:1	N/A	C2:B		1	7	-	313	2105:1940	225+207	69.9 : 75.4%
2/1	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	56	-	1215	1940	1474	82.4%
2/2	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	56	-	1217	2084	1584	76.8%
2/3	Southern Circulatory Ahead Right	U	2:1	N/A	C2:A		1	56	-	1324	2090	1588	83.4%

Full Input Data And Results

2/4	Southern Circulatory Right	U	2:1	N/A	C2:A		1	56	-	817	1937	1472	55.5%
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Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 21	-	-	1134	0	0	35.4	69.8	0.0	105.2	-	-	-	-
J1: Unnamed Junction	-	-	1134	0	0	27.6	60.0	0.0	87.6	-	-	-	-
1/1	508	508	-	-	-	1.7	0.5	-	2.2	15.9	6.9	0.5	7.4
1/2+1/3	1017	1017	-	-	-	3.4	0.6	-	4.1 (2.0+2.1)	14.4 (14.3:14.5)	6.9	0.6	7.5
2/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	708	708	-	-	-	3.3	1.7	-	5.0	25.5	12.2	1.7	13.9
3/2	708	708	-	-	-	3.3	1.7	-	5.0	25.5	12.2	1.7	13.9
3/3	816	816	-	-	-	4.0	2.5	-	6.5	28.5	14.7	2.5	17.2
3/4	817	817	-	-	-	4.2	4.0	-	8.2	36.2	15.4	4.0	19.5
4/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	253	249	249	0	0	1.1	9.1	-	10.2	145.5	14.1	9.1	23.2
6/2+6/3	504	443	885	0	0	2.2	34.4	-	36.6 (18.3+18.3)	261.4 (261.6:261.3)	31.9	34.4	66.3
7/1	1228	1228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1217	1217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	392	392	-	-	-	0.6	0.6	-	1.2	11.3	3.3	0.6	3.9
8/2	378	378	-	-	-	0.5	0.5	-	1.0	9.7	3.3	0.5	3.8
8/3	377	377	-	-	-	0.6	0.6	-	1.1	10.8	5.5	0.6	6.1
9/1	512	512	-	-	-	0.9	1.0	-	1.8	13.0	1.9	1.0	2.9
9/2	509	509	-	-	-	0.8	0.8	-	1.7	11.9	1.5	0.8	2.3

Full Input Data And Results

9/3	508	508	-	-	-	0.9	1.0	-	1.9	13.4	1.5	1.0	2.5
10/1	838	838	-	-	-	0.1	0.4	-	0.5	2.1	0.7	0.4	1.1
10/2	960	960	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
10/3	157	157	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/4	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M1 Junction 21	-	-	0	0	0	7.8	9.8	0.0	17.6	-	-	-	-
1/1	156	156	-	-	-	1.4	1.5	-	2.9	66.5	3.1	1.5	4.6
1/2+1/3	313	313	-	-	-	2.8	1.3	-	4.1 (2.1+2.1)	47.3 (47.2:47.4)	3.1	1.3	4.4
2/1	1215	1215	-	-	-	1.1	2.3	-	3.4	10.0	15.4	2.3	17.7
2/2	1217	1217	-	-	-	1.1	1.6	-	2.7	8.0	7.8	1.6	9.4
2/3	1324	1324	-	-	-	1.5	2.5	-	3.9	10.7	19.3	2.5	21.8
2/4	817	817	-	-	-	0.0	0.6	-	0.6	2.8	0.0	0.6	0.7

C1	Stream: 1	PRC for Signalled Lanes (%)	60.0	Total Delay for Signalled Lanes (pcuHr):	9.70	Cycle Time (s):	75
C1	Stream: 2	PRC for Signalled Lanes (%)	0.2	Total Delay for Signalled Lanes (pcuHr):	30.11	Cycle Time (s):	75
C2	Stream: 1	PRC for Signalled Lanes (%)	8.0	Total Delay for Signalled Lanes (pcuHr):	17.63	Cycle Time (s):	75
		PRC Over All Lanes (%)	-26.5	Total Delay Over All Lanes (pcuHr):	105.22		

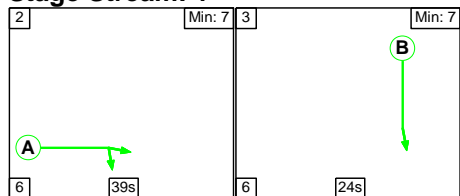
Full Input Data And Results

Scenario 3: '2036 WD AM (Sens)' (FG5: '2036 WD AM (Sens)', Plan 1: 'Network Control Plan 1')

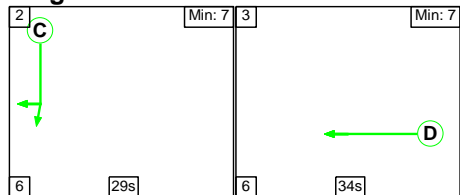
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

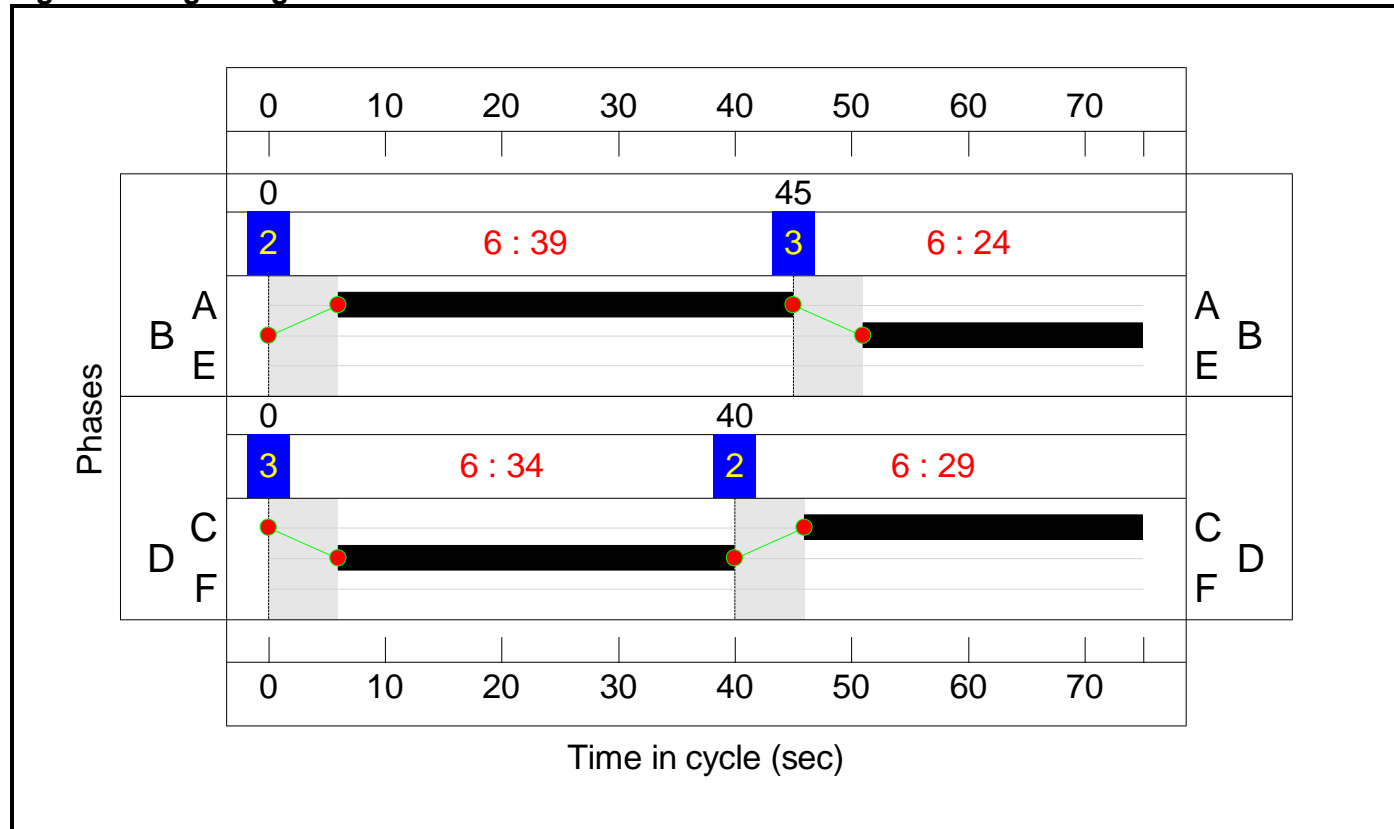
Stage Stream: 1

Stage	2	3
Duration	39	24
Change Point	0	45

Stage Stream: 2

Stage	2	3
Duration	29	34
Change Point	40	0

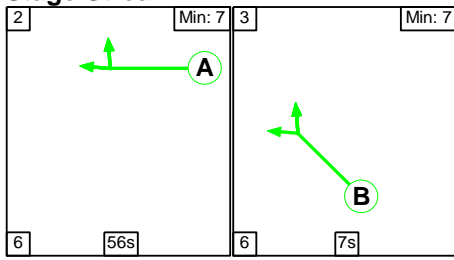
Signal Timings Diagram



C2

Stage Sequence Diagram

Stage Stream: 1

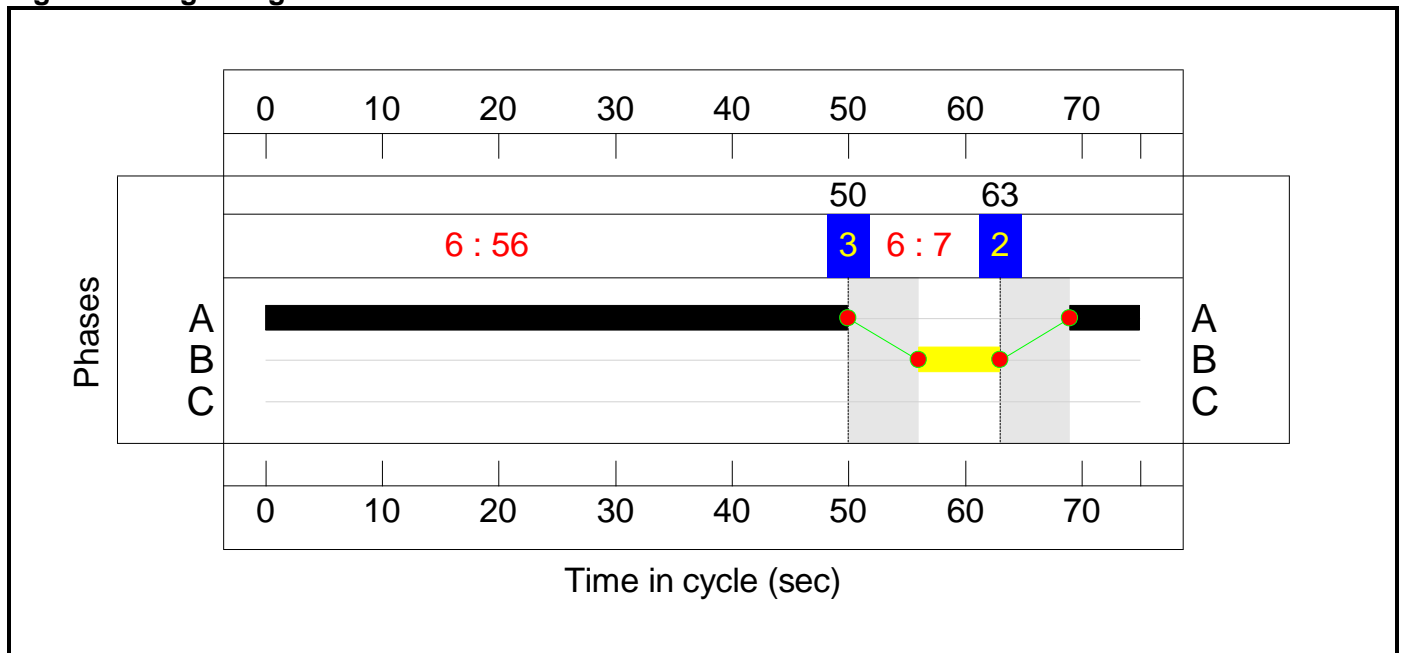


Stage Timings

Stage Stream: 1

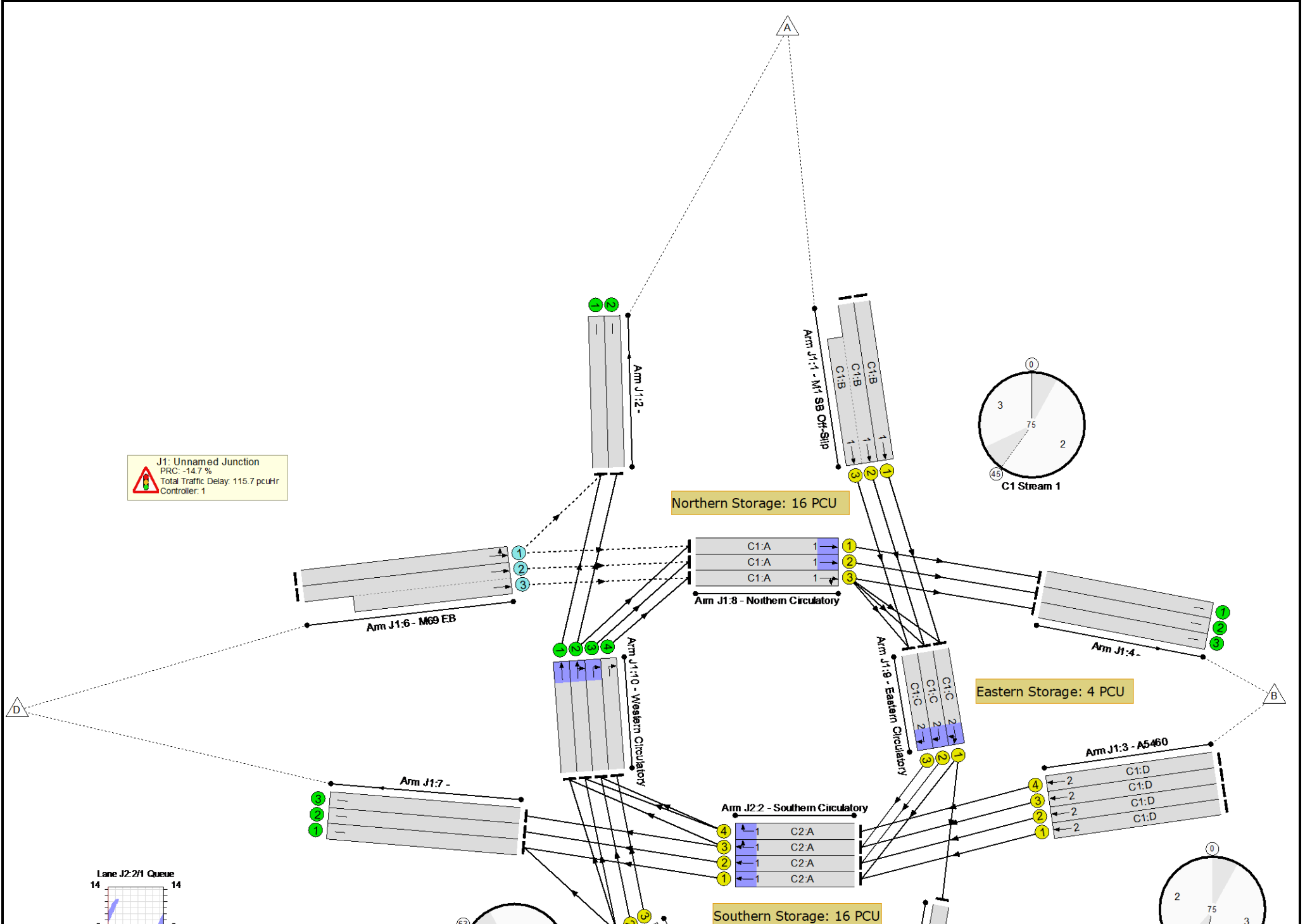
Stage	2	3
Duration	56	7
Change Point	63	50

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	103.2%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	103.2%
1/1	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	24	-	521	1975	658	79.1%
1/2+1/3	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	24	-	1042	2115:1960	705+653	73.9 : 79.7%
2/1		U	N/A	N/A	-		-	-	-	929	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	924	Inf	Inf	0.0%
3/1	A5460 Ahead	U	1:2	N/A	C1:D		1	34	-	738	1951	910	81.1%
3/2	A5460 Ahead	U	1:2	N/A	C1:D		1	34	-	738	1951	910	81.1%
3/3	A5460 Ahead	U	1:2	N/A	C1:D		1	34	-	923	2089	975	94.7%
3/4	A5460 Ahead	U	1:2	N/A	C1:D		1	34	-	924	1950	910	101.5%
4/1		U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
6/1	M69 EB Left Ahead	O	N/A	N/A	-		-	-	-	452	2000	439	103.0%
6/2+6/3	M69 EB Ahead	O	N/A	N/A	-		-	-	-	906	2000:1600	439+439	103.2 : 103.2%
7/1		U	N/A	N/A	-		-	-	-	1262	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1260	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
8/1	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	39	-	599	1934	1031	56.8%

Full Input Data And Results

8/2	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	39	-	604	2073	1106	53.4%
8/3	Northern Circulatory Ahead Right	U	1:1	N/A	C1:A		1	39	-	603	1945	1037	56.8%
9/1	Eastern Circulatory Ahead Right	U	1:2	N/A	C1:C		1	29	-	527	1941	776	67.9%
9/2	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	29	-	522	2030	812	64.3%
9/3	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	29	-	521	1889	756	69.0%
10/1	Western Circulatory Ahead	U	N/A	N/A	-		-	-	-	929	1934	1934	48.0%
10/2	Western Circulatory Ahead Right	U	N/A	N/A	-		-	-	-	1071	2113	2113	50.0%
10/3	Western Circulatory Right	U	N/A	N/A	-		-	-	-	151	1932	1932	7.8%
10/4	Western Circulatory Right	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	90.9%
1/1	M1 NB Off-Slip Left Ahead	U	2:1	N/A	C2:B		1	7	-	150	1930	206	72.9%
1/2+1/3	M1 NB Off-Slip Ahead	U	2:1	N/A	C2:B		1	7	-	301	2105:1940	209+207	72.2 : 72.5%
2/1	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	56	-	1259	1940	1474	85.4%
2/2	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	56	-	1260	2084	1584	79.6%
2/3	Southern Circulatory Ahead Right	U	2:1	N/A	C2:A		1	56	-	1444	2090	1588	90.9%

Full Input Data And Results

2/4	Southern Circulatory Right	U	2:1	N/A	C2:A		1	56	-	924	1937	1472	61.8%
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Full Input Data And Results

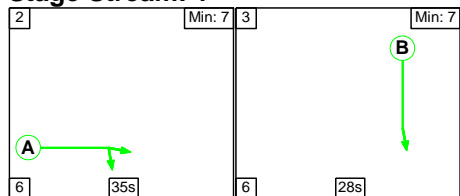
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 21	-	-	2195	0	0	45.0	90.6	0.0	135.6	-	-	-	-
J1: Unnamed Junction	-	-	2195	0	0	38.0	77.7	0.0	115.7	-	-	-	-
1/1	521	521	-	-	-	3.3	1.8	-	5.1	35.4	9.7	1.8	11.5
1/2+1/3	1042	1042	-	-	-	6.5	1.6	-	8.1 (4.0+4.1)	28.0 (27.8:28.3)	9.8	1.6	11.5
2/1	929	929	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	910	910	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	738	738	-	-	-	3.5	2.1	-	5.6	27.3	13.1	2.1	15.2
3/2	738	738	-	-	-	3.5	2.1	-	5.6	27.3	13.1	2.1	15.2
3/3	923	923	-	-	-	4.9	7.0	-	11.9	46.4	18.2	7.0	25.2
3/4	924	910	-	-	-	5.6	19.1	-	24.7	96.3	19.5	19.1	38.6
4/1	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	452	439	439	0	0	2.8	14.4	-	17.2	136.6	24.6	14.4	39.0
6/2+6/3	906	878	1756	0	0	5.6	23.7	-	29.3 (14.6+14.6)	116.3 (116.3:116.3)	24.7	23.7	48.3
7/1	1262	1262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1260	1260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	586	586	-	-	-	0.4	0.7	-	1.1	6.7	5.4	0.7	6.1
8/2	590	590	-	-	-	0.4	0.6	-	1.0	6.1	5.5	0.6	6.1
8/3	589	589	-	-	-	0.5	0.7	-	1.2	7.2	6.2	0.7	6.9
9/1	527	527	-	-	-	0.3	1.0	-	1.3	9.1	0.5	1.0	1.6
9/2	522	522	-	-	-	0.3	0.9	-	1.2	8.0	0.4	0.9	1.3

Full Input Data And Results

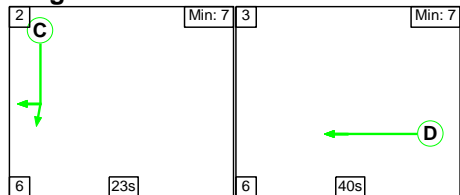
9/3	521	521	-	-	-	0.3	1.1	-	1.4	9.4	0.4	1.1	1.5	
10/1	929	929	-	-	-	0.1	0.5	-	0.6	2.2	0.6	0.5	1.1	
10/2	1057	1057	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5	
10/3	151	151	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0	
10/4	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J2: M1 Junction 21	-	-	0	0	0	7.0	12.8	0.0	19.8	-	-	-	-	
1/1	150	150	-	-	-	1.4	1.3	-	2.6	63.3	3.0	1.3	4.3	
1/2+1/3	301	301	-	-	-	2.7	1.3	-	4.0 (2.0+2.0)	47.7 (47.6:47.8)	3.0	1.3	4.3	
2/1	1259	1259	-	-	-	1.1	2.8	-	3.9	11.3	10.9	2.8	13.8	
2/2	1260	1260	-	-	-	0.8	1.9	-	2.7	7.6	11.0	1.9	12.9	
2/3	1444	1444	-	-	-	0.9	4.7	-	5.6	14.0	11.6	4.7	16.3	
2/4	910	910	-	-	-	0.2	0.8	-	1.0	3.9	0.8	0.8	1.6	
			C1	Stream: 1 PRC for Signalled Lanes (%)	12.9	Total Delay for Signalled Lanes (pcuHr):			16.51	Cycle Time (s):		75		
			C1	Stream: 2 PRC for Signalled Lanes (%)	-12.8	Total Delay for Signalled Lanes (pcuHr):			51.68	Cycle Time (s):		75		
			C2	Stream: 1 PRC for Signalled Lanes (%)	-1.0	Total Delay for Signalled Lanes (pcuHr):			19.83	Cycle Time (s):		75		
				PRC Over All Lanes (%)	-14.7	Total Delay Over All Lanes (pcuHr):			135.56					

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

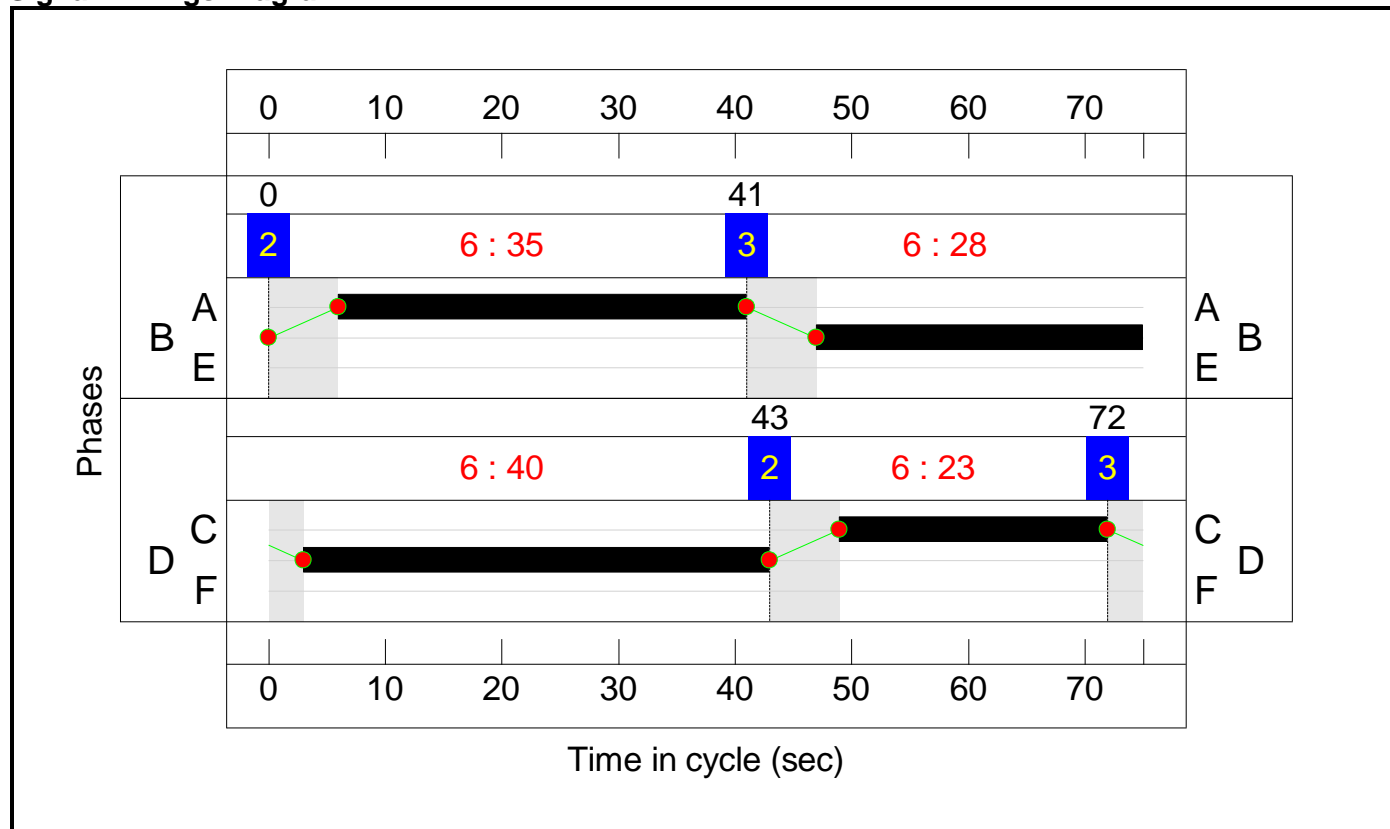
Stage Stream: 1

Stage	2	3
Duration	35	28
Change Point	0	41

Stage Stream: 2

Stage	2	3
Duration	23	40
Change Point	43	72

Signal Timings Diagram

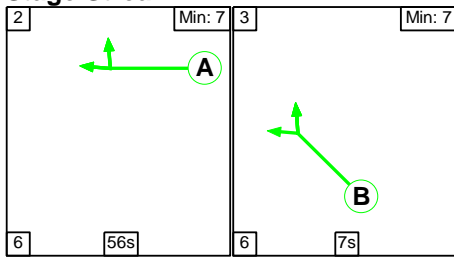


Full Input Data And Results

C2

Stage Sequence Diagram

Stage Stream: 1

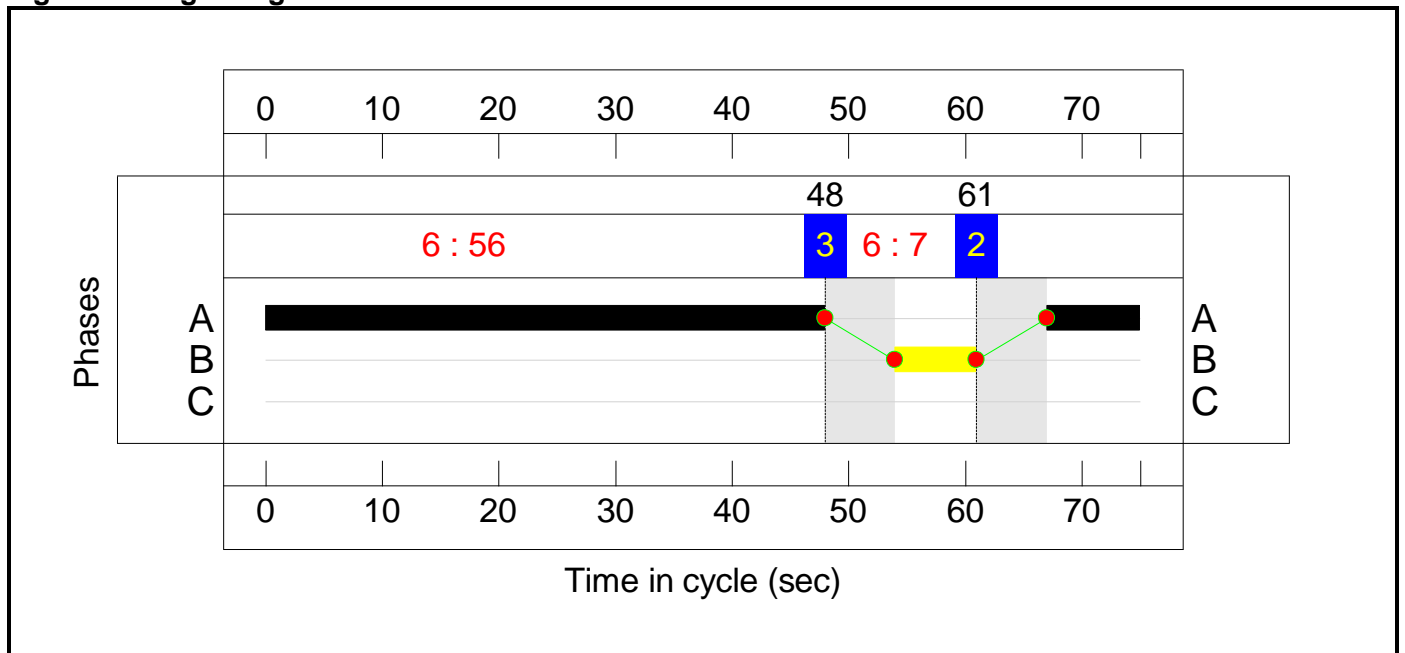


Stage Timings

Stage Stream: 1

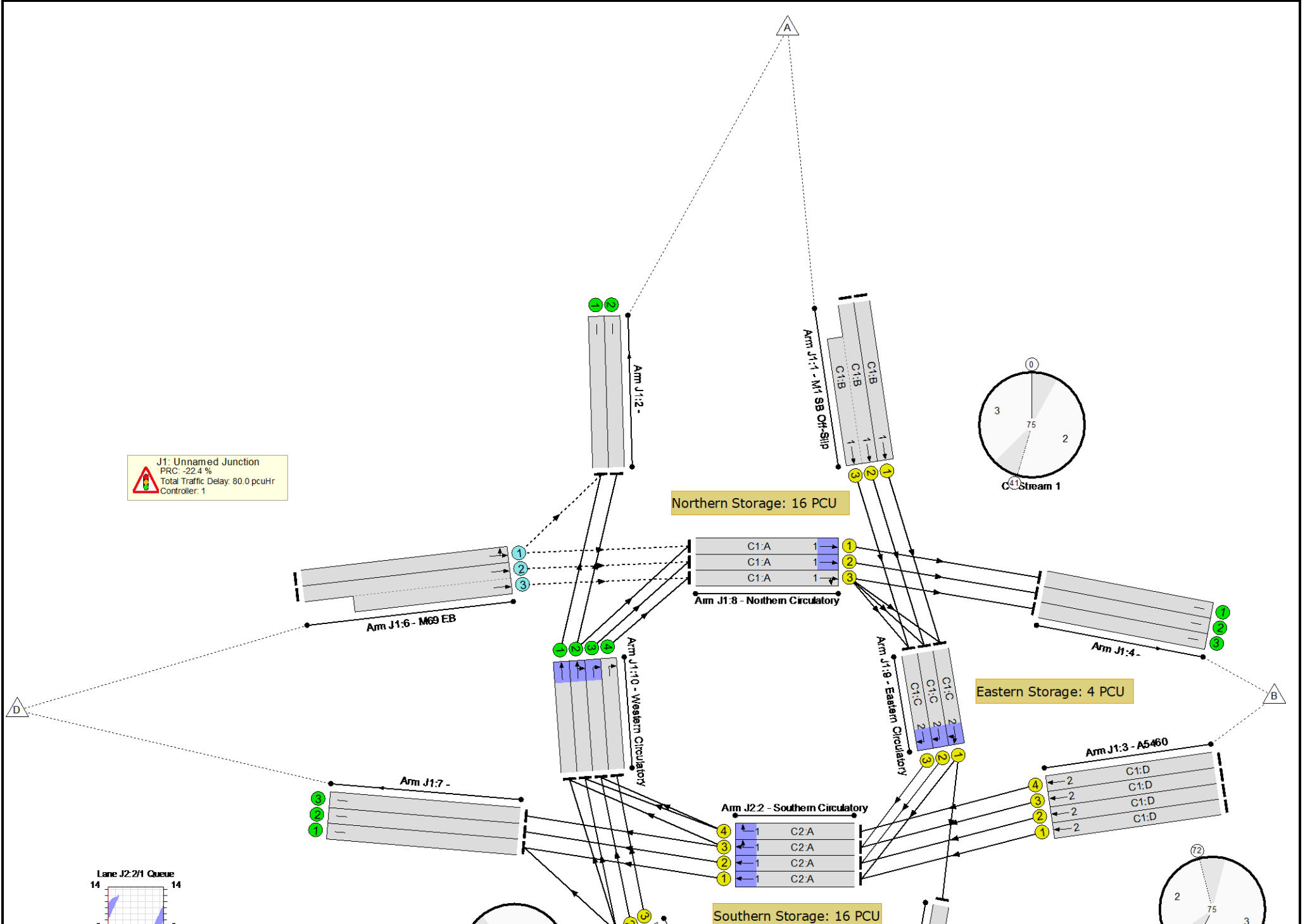
Stage	2	3
Duration	56	7
Change Point	61	48

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	110.2%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	110.2%
1/1	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	28	-	516	1975	764	67.6%
1/2+1/3	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	28	-	1032	2115:1960	758+758	68.1 : 68.1%
2/1		U	N/A	N/A	-		-	-	-	887	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	865	Inf	Inf	0.0%
3/1	A5460 Ahead	U	1:2	N/A	C1:D		1	40	-	715	1951	1067	67.0%
3/2	A5460 Ahead	U	1:2	N/A	C1:D		1	40	-	715	1951	1067	67.0%
3/3	A5460 Ahead	U	1:2	N/A	C1:D		1	40	-	865	2089	1142	75.7%
3/4	A5460 Ahead	U	1:2	N/A	C1:D		1	40	-	865	1950	1066	81.1%
4/1		U	N/A	N/A	-		-	-	-	404	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
6/1	M69 EB Left Ahead	O	N/A	N/A	-		-	-	-	255	430	255	100.0%
6/2+6/3	M69 EB Ahead	O	N/A	N/A	-		-	-	-	510	455:475	231+231	110.2 : 110.2%
7/1		U	N/A	N/A	-		-	-	-	1243	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1231	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
8/1	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	35	-	404	1934	928	43.5%

Full Input Data And Results

8/2	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	35	-	417	2073	995	39.5%
8/3	Northern Circulatory Ahead Right	U	1:1	N/A	C1:A		1	35	-	417	1945	934	42.1%
9/1	Eastern Circulatory Ahead Right	U	1:2	N/A	C1:C		1	23	-	520	1941	621	83.7%
9/2	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	23	-	516	2030	650	79.4%
9/3	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	23	-	516	1889	604	85.4%
10/1	Western Circulatory Ahead	U	N/A	N/A	-		-	-	-	887	1934	1934	45.9%
10/2	Western Circulatory Ahead Right	U	N/A	N/A	-		-	-	-	1014	2113	2113	48.0%
10/3	Western Circulatory Right	U	N/A	N/A	-		-	-	-	162	1932	1932	8.4%
10/4	Western Circulatory Right	U	N/A	N/A	-		-	-	-	162	Inf	Inf	0.0%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	86.9%
1/1	M1 NB Off-Slip Left Ahead	U	2:1	N/A	C2:B		1	7	-	162	1932	206	78.6%
1/2+1/3	M1 NB Off-Slip Ahead	U	2:1	N/A	C2:B		1	7	-	324	2105:1940	207+207	78.3 : 78.3%
2/1	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	56	-	1230	1940	1474	83.4%
2/2	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	56	-	1231	2084	1584	77.7%
2/3	Southern Circulatory Ahead Right	U	2:1	N/A	C2:A		1	56	-	1381	2090	1588	86.9%

Full Input Data And Results

2/4	Southern Circulatory Right	U	2:1	N/A	C2:A		1	56	-	865	1937	1472	58.8%
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Full Input Data And Results

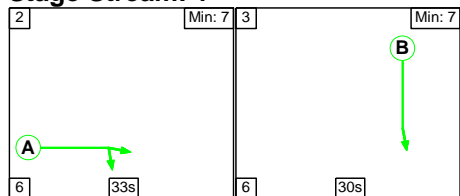
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 21	-	-	1181	0	0	36.3	64.5	0.0	100.8	-	-	-	-
J1: Unnamed Junction	-	-	1181	0	0	27.0	52.9	0.0	80.0	-	-	-	-
1/1	516	516	-	-	-	2.7	1.0	-	3.8	26.3	8.9	1.0	9.9
1/2+1/3	1032	1032	-	-	-	5.4	1.1	-	6.5 (3.2+3.3)	22.6 (22.4:22.9)	8.9	1.1	9.9
2/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	865	865	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	715	715	-	-	-	2.4	1.0	-	3.4	17.3	10.5	1.0	11.5
3/2	715	715	-	-	-	2.4	1.0	-	3.4	17.3	10.5	1.0	11.5
3/3	865	865	-	-	-	3.2	1.5	-	4.7	19.6	13.9	1.5	15.5
3/4	865	865	-	-	-	3.3	2.1	-	5.4	22.6	14.7	2.1	16.8
4/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	255	255	255	0	0	0.9	8.0	-	8.9	125.9	14.0	8.0	22.0
6/2+6/3	510	463	926	0	0	2.4	28.1	-	30.5 (15.2+15.2)	215.0 (215.2:214.9)	32.1	28.1	60.2
7/1	1243	1243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1231	1231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	404	404	-	-	-	0.7	0.4	-	1.1	9.5	5.7	0.4	6.0
8/2	393	393	-	-	-	0.7	0.3	-	1.0	9.4	6.0	0.3	6.3
8/3	393	393	-	-	-	0.8	0.4	-	1.2	10.9	6.5	0.4	6.9
9/1	520	520	-	-	-	0.7	2.4	-	3.1	21.8	0.9	2.4	3.3
9/2	516	516	-	-	-	0.7	1.9	-	2.5	17.7	0.8	1.9	2.7

Full Input Data And Results

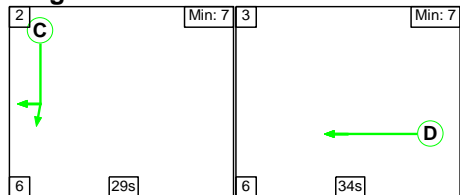
9/3	516	516	-	-	-	0.7	2.7	-	3.4	23.9	0.8	2.7	3.6
10/1	887	887	-	-	-	0.0	0.4	-	0.5	1.9	0.3	0.4	0.7
10/2	1014	1014	-	-	-	0.0	0.5	-	0.5	1.6	0.0	0.5	0.5
10/3	162	162	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/4	162	162	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M1 Junction 21	-	-	0	0	0	9.3	11.6	0.0	20.8	-	-	-	-
1/1	162	162	-	-	-	1.5	1.7	-	3.2	70.6	3.3	1.7	5.0
1/2+1/3	324	324	-	-	-	2.9	1.7	-	4.7 (2.3+2.3)	51.8 (51.7:51.9)	3.3	1.7	5.0
2/1	1230	1230	-	-	-	1.8	2.5	-	4.3	12.5	12.4	2.5	14.8
2/2	1231	1231	-	-	-	1.3	1.7	-	3.1	9.0	12.2	1.7	14.0
2/3	1381	1381	-	-	-	1.4	3.2	-	4.7	12.1	12.6	3.2	15.8
2/4	865	865	-	-	-	0.3	0.7	-	1.0	4.2	1.4	0.7	2.1
C1 Stream: 1 PRC for Signalled Lanes (%): 32.2 C1 Stream: 2 PRC for Signalled Lanes (%): 5.4 C2 Stream: 1 PRC for Signalled Lanes (%): 3.5 PRC Over All Lanes (%): -22.4						Total Delay for Signalled Lanes (pcuHr): 13.54 Total Delay for Signalled Lanes (pcuHr): 26.09 Total Delay for Signalled Lanes (pcuHr): 20.83 Total Delay Over All Lanes (pcuHr): 100.81			Cycle Time (s): 75 Cycle Time (s): 75 Cycle Time (s): 75				

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

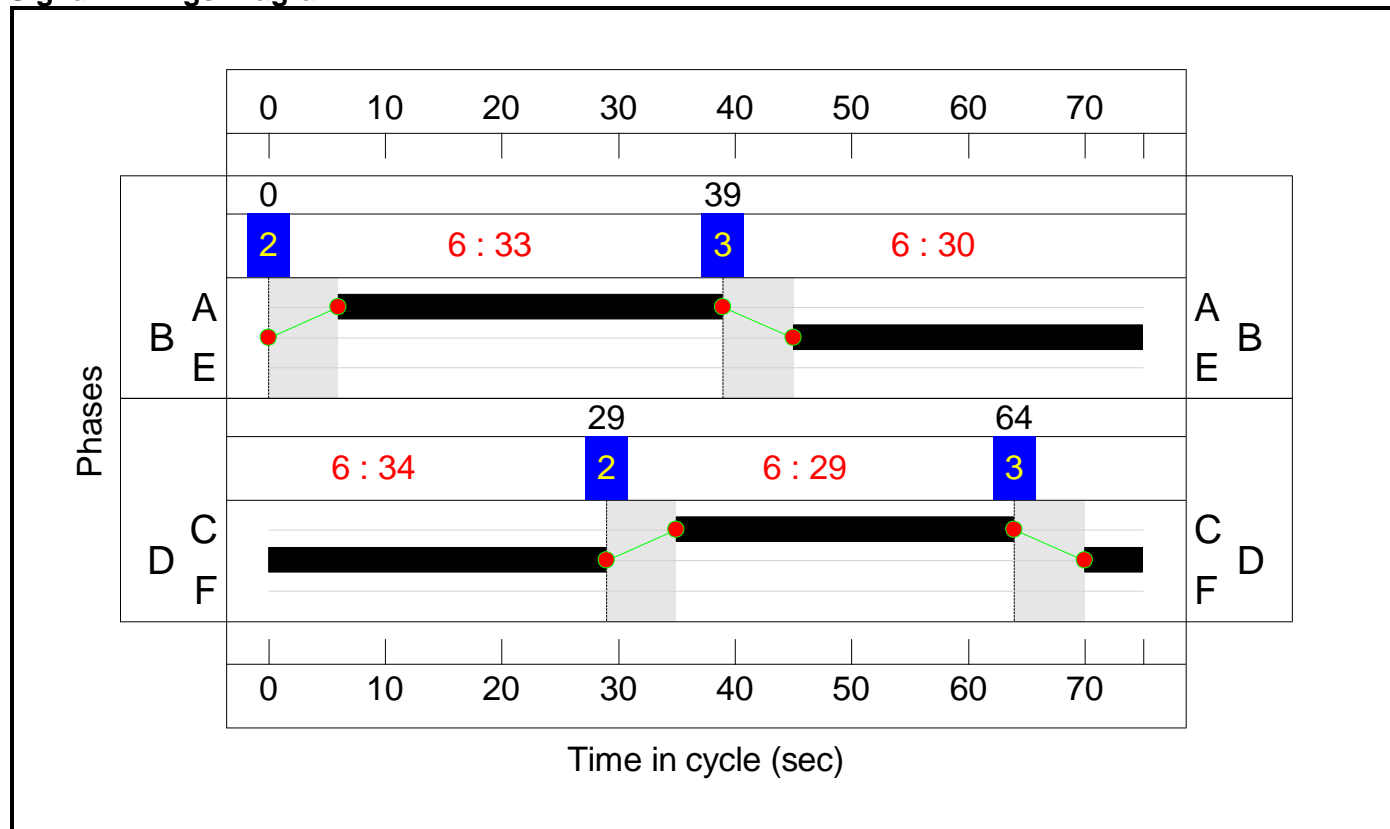
Stage Stream: 1

Stage	2	3
Duration	33	30
Change Point	0	39

Stage Stream: 2

Stage	2	3
Duration	29	34
Change Point	29	64

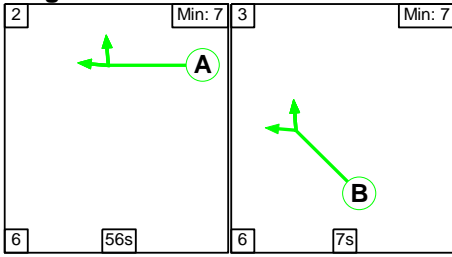
Signal Timings Diagram



C2

Stage Sequence Diagram

Stage Stream: 1

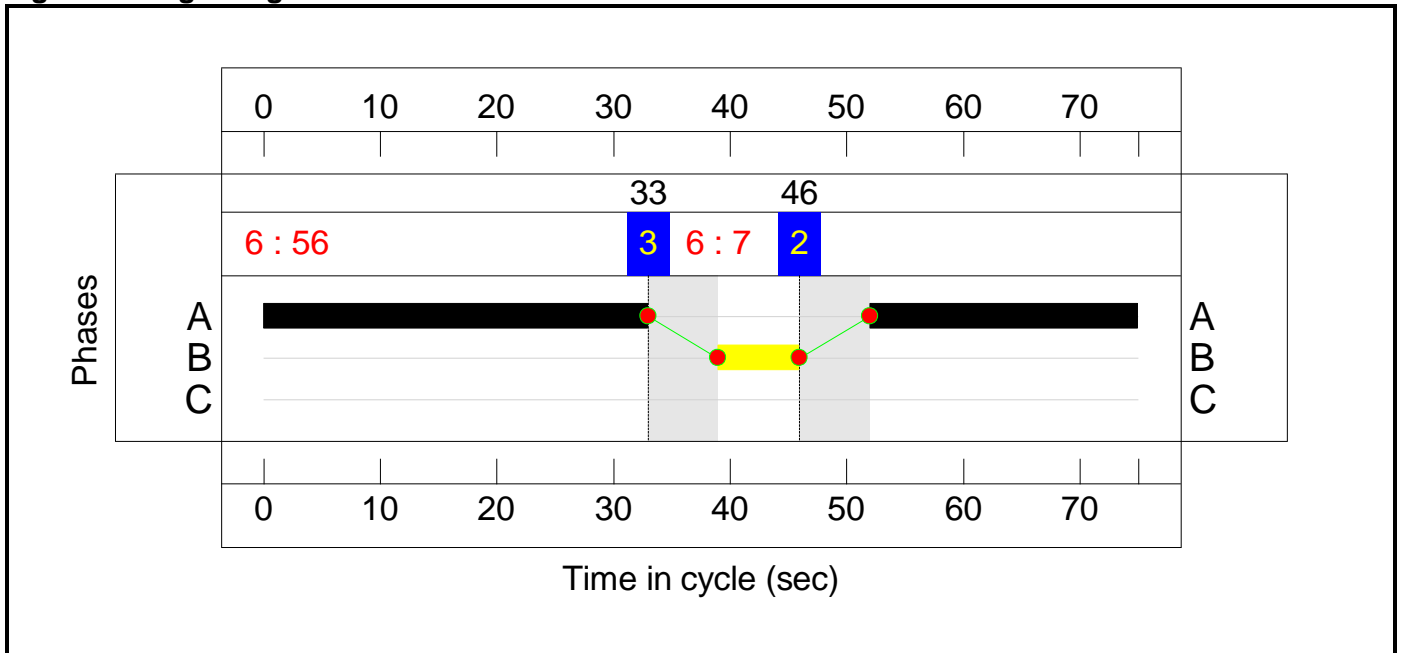


Stage Timings

Stage Stream: 1

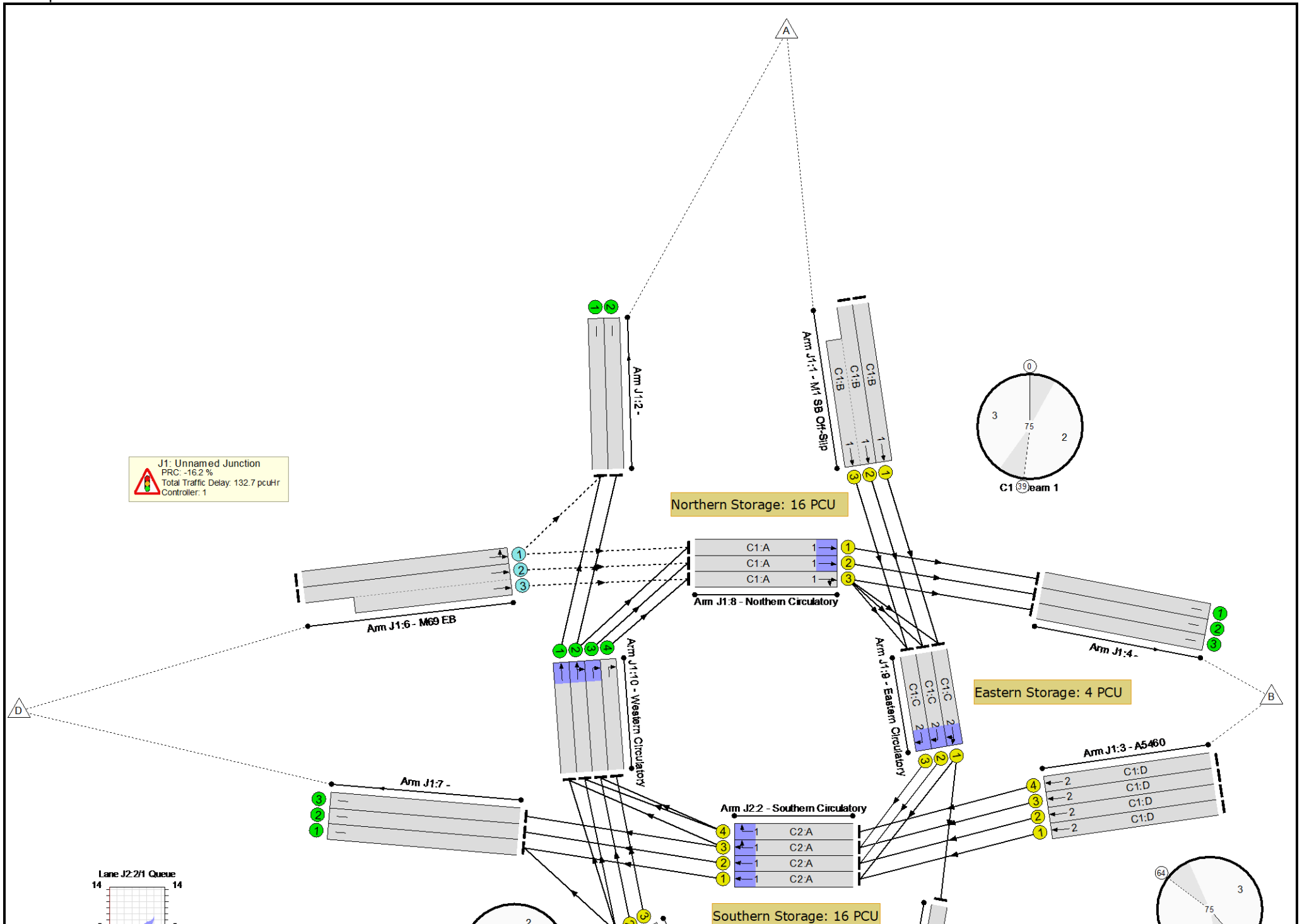
Stage	2	3
Duration	56	7
Change Point	46	33

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	104.6%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	104.6%
1/1	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	30	-	554	1975	816	67.9%
1/2+1/3	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	30	-	1077	2115:1960	845+743	67.8 : 67.8%
2/1		U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%
3/1	A5460 Ahead	U	1:2	N/A	C1:D		1	34	-	788	1951	910	86.5%
3/2	A5460 Ahead	U	1:2	N/A	C1:D		1	34	-	788	1951	910	86.5%
3/3	A5460 Ahead	U	1:2	N/A	C1:D		1	34	-	929	2089	975	95.3%
3/4	A5460 Ahead	U	1:2	N/A	C1:D		1	34	-	930	1950	910	102.2%
4/1		U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
6/1	M69 EB Left Ahead	O	N/A	N/A	-		-	-	-	447	2000	428	104.4%
6/2+6/3	M69 EB Ahead	O	N/A	N/A	-		-	-	-	895	2000:1600	428+428	104.6 : 104.4%
7/1		U	N/A	N/A	-		-	-	-	1345	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1362	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%
8/1	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	33	-	594	1934	877	65.6%

Full Input Data And Results

8/2	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	33	-	597	2073	940	61.4%
8/3	Northern Circulatory Ahead Right	U	1:1	N/A	C1:A		1	33	-	597	1945	882	65.6%
9/1	Eastern Circulatory Ahead Right	U	1:2	N/A	C1:C		1	29	-	560	1941	776	72.1%
9/2	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	29	-	574	2030	812	70.7%
9/3	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	29	-	504	1889	756	66.7%
10/1	Western Circulatory Ahead	U	N/A	N/A	-		-	-	-	935	1934	1934	48.3%
10/2	Western Circulatory Ahead Right	U	N/A	N/A	-		-	-	-	1077	2113	2113	50.0%
10/3	Western Circulatory Right	U	N/A	N/A	-		-	-	-	149	1932	1932	7.7%
10/4	Western Circulatory Right	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	91.0%
1/1	M1 NB Off-Slip Left Ahead	U	2:1	N/A	C2:B		1	7	-	150	1930	206	72.9%
1/2+1/3	M1 NB Off-Slip Ahead	U	2:1	N/A	C2:B		1	7	-	299	2105:1940	206+207	72.5 : 72.5%
2/1	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	56	-	1342	1940	1474	91.0%
2/2	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	56	-	1362	2084	1584	86.0%
2/3	Southern Circulatory Ahead Right	U	2:1	N/A	C2:A		1	56	-	1433	2089	1588	90.3%

Full Input Data And Results

2/4	Southern Circulatory Right	U	2:1	N/A	C2:A		1	56	-	930	1937	1472	61.8%
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Full Input Data And Results

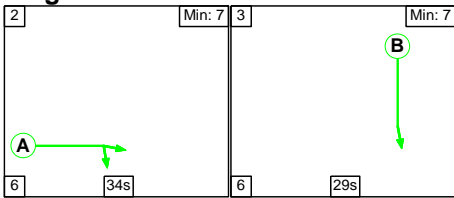
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 21	-	-	2142	0	0	53.2	103.1	0.0	156.2	-	-	-	-
J1: Unnamed Junction	-	-	2142	0	0	45.1	87.6	0.0	132.7	-	-	-	-
1/1	554	554	-	-	-	2.8	1.0	-	3.8	24.7	9.4	1.0	10.4
1/2+1/3	1077	1077	-	-	-	5.3	1.0	-	6.3 (3.4+2.9)	21.1 (21.2:20.9)	9.6	1.0	10.6
2/1	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	910	910	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	788	788	-	-	-	3.9	3.1	-	7.0	31.9	14.7	3.1	17.7
3/2	788	788	-	-	-	3.9	3.1	-	7.0	31.9	14.7	3.1	17.7
3/3	929	929	-	-	-	5.0	7.6	-	12.6	48.7	18.6	7.6	26.2
3/4	930	910	-	-	-	5.9	21.0	-	27.0	104.4	19.8	21.0	40.8
4/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	447	428	428	0	0	2.8	16.2	-	19.0	153.3	25.7	16.2	41.9
6/2+6/3	895	857	1713	0	0	5.7	27.3	-	33.0 (16.8+16.2)	132.8 (134.9:130.7)	25.8	27.3	53.1
7/1	1345	1345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1362	1362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	575	575	-	-	-	2.0	0.9	-	3.0	18.6	10.7	0.9	11.7
8/2	577	577	-	-	-	2.0	0.8	-	2.8	17.2	10.3	0.8	11.1
8/3	578	578	-	-	-	2.2	0.9	-	3.2	19.8	11.5	0.9	12.4
9/1	560	560	-	-	-	1.3	1.3	-	2.5	16.3	2.4	1.3	3.6
9/2	574	574	-	-	-	1.2	1.2	-	2.4	15.3	2.3	1.2	3.5

Full Input Data And Results

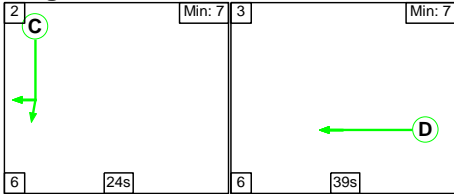
9/3	504	504	-	-	-	1.1	1.0	-	2.0	14.6	1.9	1.0	2.9	
10/1	935	935	-	-	-	0.1	0.5	-	0.5	2.0	0.5	0.5	1.0	
10/2	1057	1057	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5	
10/3	149	149	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0	
10/4	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J2: M1 Junction 21	-	-	0	0	0	8.1	15.5	0.0	23.5	-	-	-	-	
1/1	150	150	-	-	-	1.4	1.3	-	2.6	63.3	3.0	1.3	4.3	
1/2+1/3	299	299	-	-	-	2.7	1.3	-	4.0 (2.0+2.0)	47.8 (47.7:48.0)	3.0	1.3	4.3	
2/1	1342	1342	-	-	-	0.8	4.7	-	5.5	14.8	4.9	4.7	9.7	
2/2	1362	1362	-	-	-	0.9	3.0	-	3.8	10.1	5.8	3.0	8.8	
2/3	1433	1433	-	-	-	1.5	4.4	-	5.9	14.8	10.8	4.4	15.1	
2/4	910	910	-	-	-	0.9	0.8	-	1.7	6.6	3.7	0.8	4.5	
			C1 Stream: 1 PRC for Signalled Lanes (%)	32.6	Total Delay for Signalled Lanes (pcuHr):			19.03	Cycle Time (s):		75			
			C1 Stream: 2 PRC for Signalled Lanes (%)	-13.6	Total Delay for Signalled Lanes (pcuHr):			60.51	Cycle Time (s):		75			
			C2 Stream: 1 PRC for Signalled Lanes (%)	-1.1	Total Delay for Signalled Lanes (pcuHr):			23.55	Cycle Time (s):		75			
			PRC Over All Lanes (%)	-16.2	Total Delay Over All Lanes (pcuHr):			156.21						

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

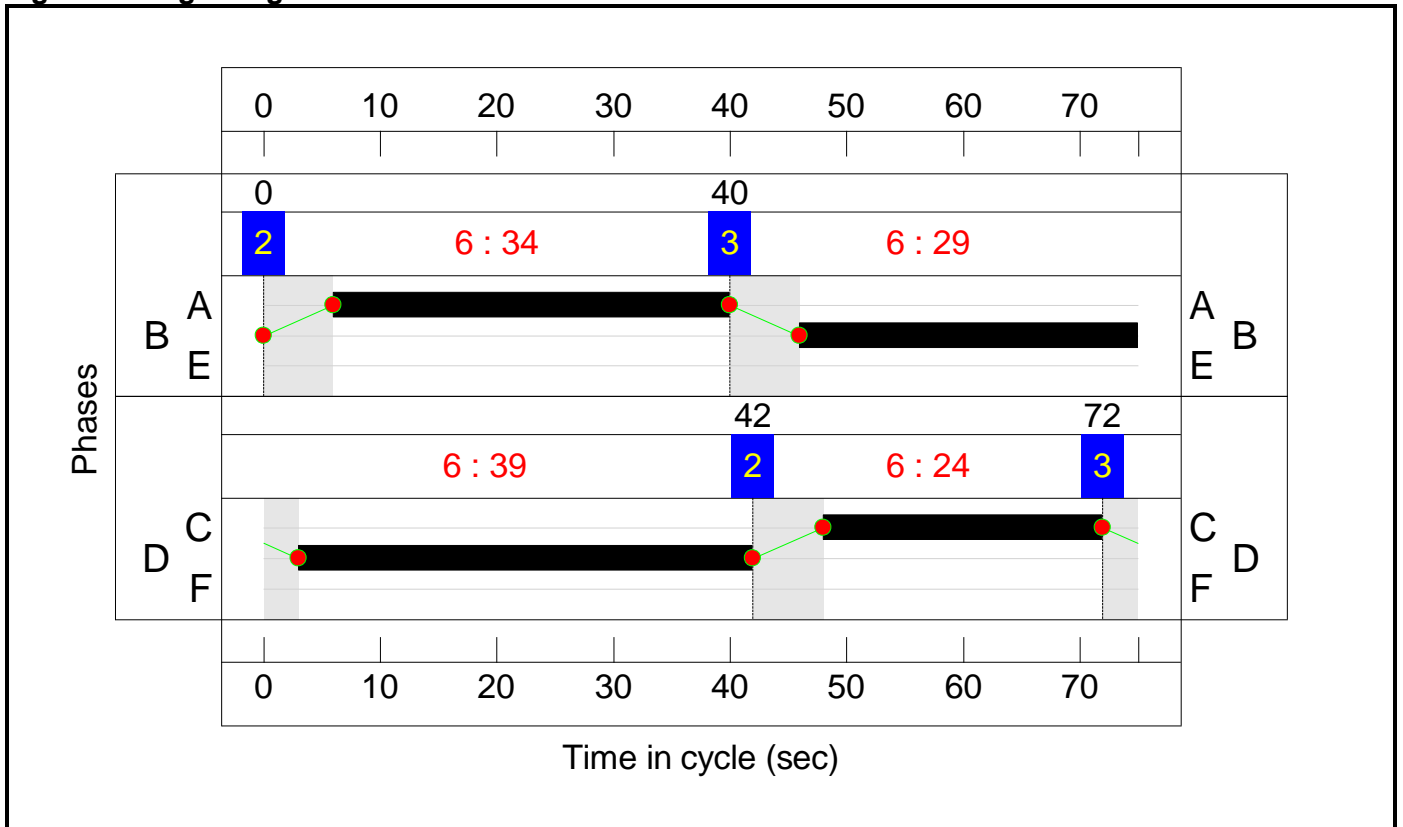
Stage Stream: 1

Stage	2	3
Duration	34	29
Change Point	0	40

Stage Stream: 2

Stage	2	3
Duration	24	39
Change Point	42	72

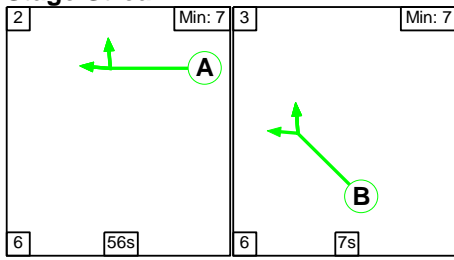
Signal Timings Diagram



C2

Stage Sequence Diagram

Stage Stream: 1

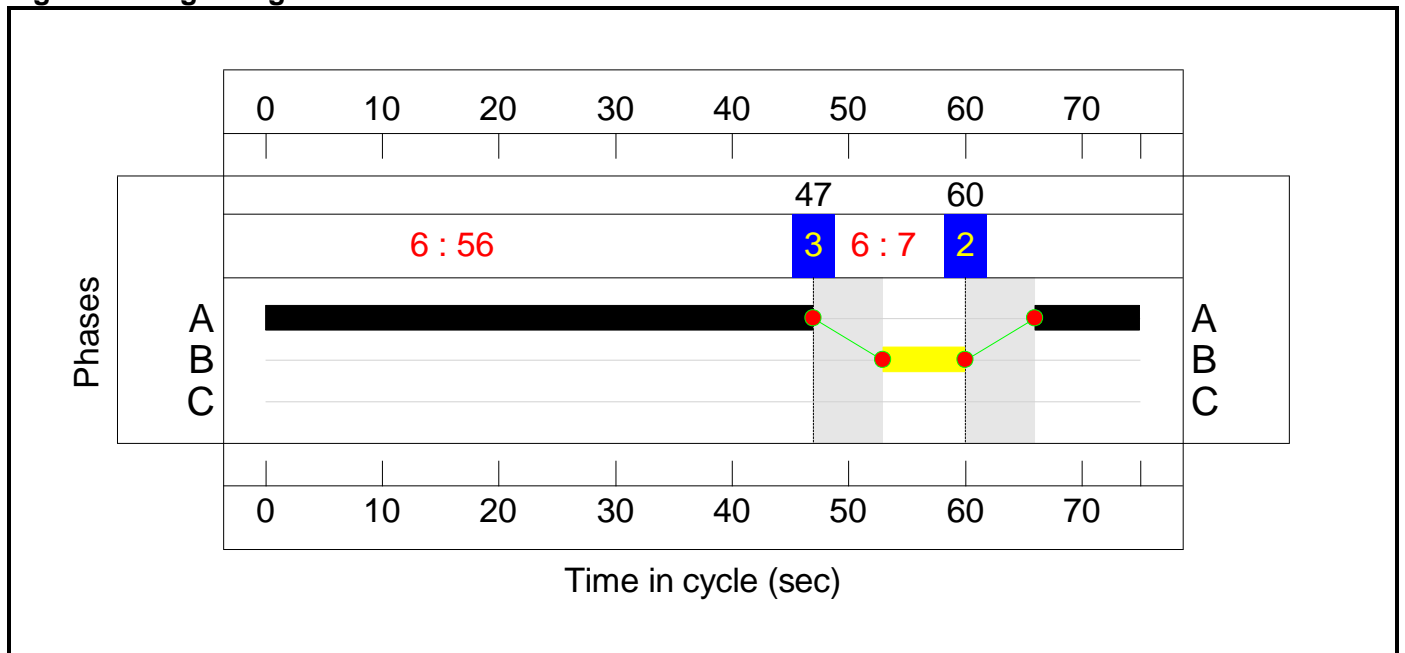


Stage Timings

Stage Stream: 1

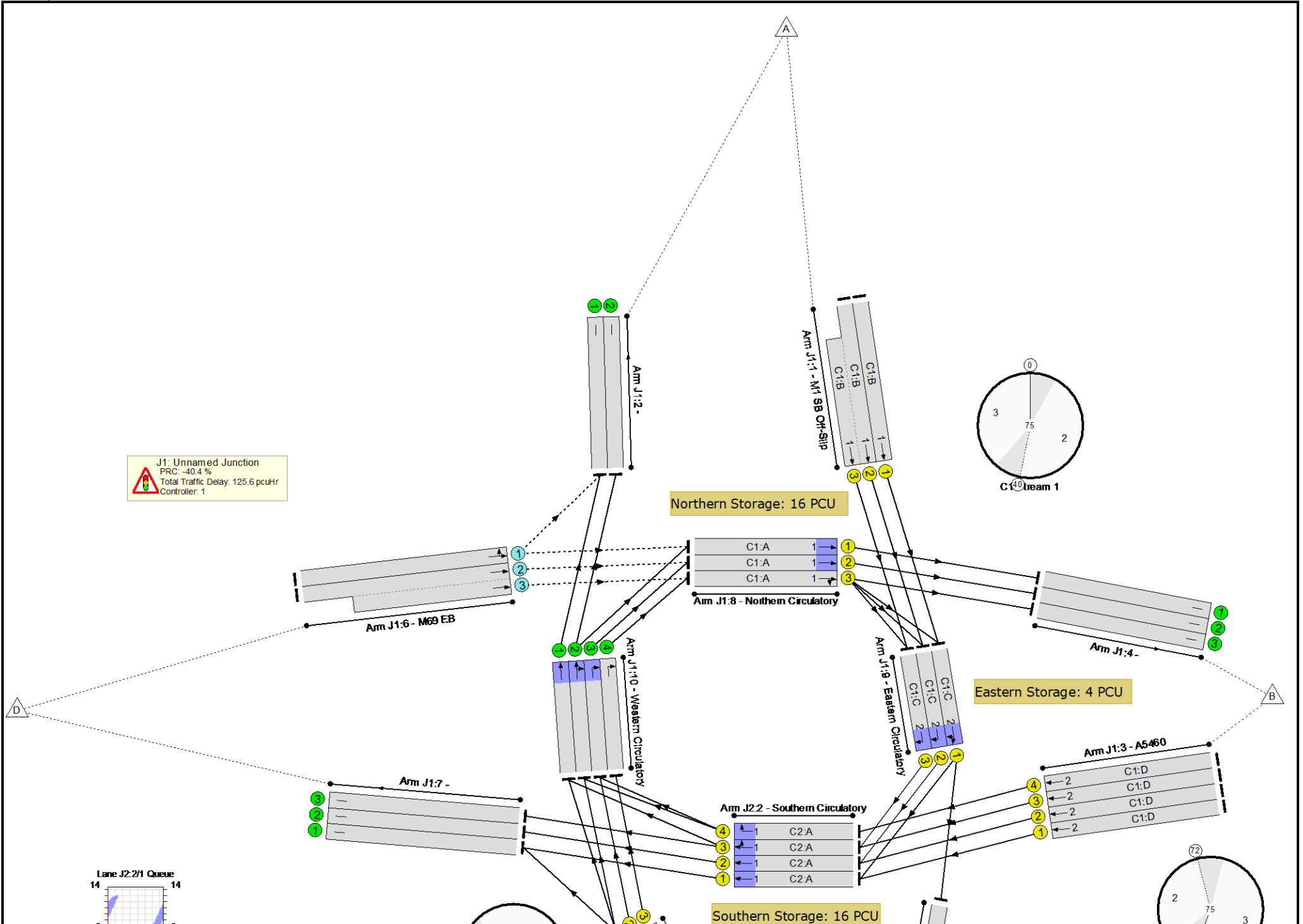
Stage	2	3
Duration	56	7
Change Point	60	47

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	126.4%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	126.4%
1/1	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	29	-	531	1975	790	67.2%
1/2+1/3	M1 SB Off-Slip Ahead	U	1:1	N/A	C1:B		1	29	-	1063	2115:1960	787+784	67.6 : 67.7%
2/1		U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
3/1	A5460 Ahead	U	1:2	N/A	C1:D		1	39	-	751	1951	1041	72.2%
3/2	A5460 Ahead	U	1:2	N/A	C1:D		1	39	-	750	1951	1041	72.1%
3/3	A5460 Ahead	U	1:2	N/A	C1:D		1	39	-	816	2089	1114	73.2%
3/4	A5460 Ahead	U	1:2	N/A	C1:D		1	39	-	817	1950	1040	78.6%
4/1		U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
6/1	M69 EB Left Ahead	O	N/A	N/A	-		-	-	-	292	430	270	108.0%
6/2+6/3	M69 EB Ahead	O	N/A	N/A	-		-	-	-	585	455:475	232+231	126.4 : 126.4%
7/1		U	N/A	N/A	-		-	-	-	1294	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1282	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
8/1	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	34	-	435	1934	903	45.8%

Full Input Data And Results

8/2	Northern Circulatory Ahead	U	1:1	N/A	C1:A		1	34	-	450	2073	967	40.2%
8/3	Northern Circulatory Ahead Right	U	1:1	N/A	C1:A		1	34	-	448	1945	908	42.6%
9/1	Eastern Circulatory Ahead Right	U	1:2	N/A	C1:C		1	24	-	535	1940	647	82.6%
9/2	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	24	-	532	2030	677	78.6%
9/3	Eastern Circulatory Right	U	1:2	N/A	C1:C		1	24	-	531	1889	630	84.3%
10/1	Western Circulatory Ahead	U	N/A	N/A	-		-	-	-	838	1934	1934	43.3%
10/2	Western Circulatory Ahead Right	U	N/A	N/A	-		-	-	-	960	2113	2113	45.4%
10/3	Western Circulatory Right	U	N/A	N/A	-		-	-	-	157	1932	1932	8.1%
10/4	Western Circulatory Right	U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	86.9%
1/1	M1 NB Off-Slip Left Ahead	U	2:1	N/A	C2:B		1	7	-	156	1932	206	75.7%
1/2+1/3	M1 NB Off-Slip Ahead	U	2:1	N/A	C2:B		1	7	-	313	2105:1940	209+207	75.1 : 75.4%
2/1	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	56	-	1281	1940	1474	86.9%
2/2	Southern Circulatory Ahead	U	2:1	N/A	C2:A		1	56	-	1282	2084	1584	80.9%
2/3	Southern Circulatory Ahead Right	U	2:1	N/A	C2:A		1	56	-	1347	2090	1588	84.8%

Full Input Data And Results

2/4	Southern Circulatory Right	U	2:1	N/A	C2:A		1	56	-	817	1937	1472	55.5%
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Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 21	-	-	1196	0	0	39.4	106.8	0.0	146.3	-	-	-	-
J1: Unnamed Junction	-	-	1196	0	0	30.3	95.2	0.0	125.6	-	-	-	-
1/1	531	531	-	-	-	2.7	1.0	-	3.7	25.4	9.0	1.0	10.0
1/2+1/3	1063	1063	-	-	-	5.4	1.0	-	6.4 (3.2+3.3)	21.8 (21.6:22.0)	9.0	1.0	10.0
2/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	751	751	-	-	-	2.8	1.3	-	4.1	19.4	11.7	1.3	13.0
3/2	750	750	-	-	-	2.8	1.3	-	4.0	19.4	11.7	1.3	12.9
3/3	816	816	-	-	-	3.0	1.4	-	4.4	19.4	12.9	1.4	14.3
3/4	817	817	-	-	-	3.2	1.8	-	5.0	22.0	13.6	1.8	15.4
4/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	292	270	270	0	0	1.8	15.5	-	17.3	213.9	16.1	15.5	31.6
6/2+6/3	585	463	926	0	0	3.9	63.4	-	67.2 (33.7+33.5)	413.6 (413.8:413.5)	34.7	63.4	98.0
7/1	1294	1294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1282	1282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	413	413	-	-	-	0.8	0.4	-	1.2	10.8	5.9	0.4	6.3
8/2	389	389	-	-	-	0.8	0.3	-	1.2	11.0	6.3	0.3	6.6
8/3	387	387	-	-	-	1.0	0.4	-	1.3	12.5	6.7	0.4	7.0
9/1	534	534	-	-	-	0.7	2.3	-	3.0	20.1	0.9	2.3	3.2
9/2	532	532	-	-	-	0.7	1.8	-	2.5	16.7	0.8	1.8	2.6

Full Input Data And Results

9/3	531	531	-	-	-	0.7	2.6	-	3.2	22.0	0.8	2.6	3.4	
10/1	838	838	-	-	-	0.0	0.4	-	0.4	1.7	0.3	0.4	0.6	
10/2	960	960	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
10/3	157	157	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0	
10/4	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J2: M1 Junction 21	-	-	0	0	0	9.1	11.6	0.0	20.7	-	-	-	-	
1/1	156	156	-	-	-	1.4	1.5	-	2.9	66.5	3.1	1.5	4.6	
1/2+1/3	313	313	-	-	-	2.8	1.5	-	4.3 (2.2+2.1)	49.5 (49.4:49.6)	3.1	1.5	4.6	
2/1	1281	1281	-	-	-	1.8	3.2	-	5.0	14.1	12.4	3.2	15.6	
2/2	1282	1282	-	-	-	1.4	2.1	-	3.5	9.8	12.6	2.1	14.7	
2/3	1347	1347	-	-	-	1.4	2.7	-	4.1	11.0	12.8	2.7	15.5	
2/4	817	817	-	-	-	0.3	0.6	-	0.9	4.0	1.3	0.6	2.0	
			C1	Stream: 1 PRC for Signalled Lanes (%)	32.9	Total Delay for Signalled Lanes (pcuHr):			13.95	Cycle Time (s):		75		
			C1	Stream: 2 PRC for Signalled Lanes (%)	6.7	Total Delay for Signalled Lanes (pcuHr):			26.19	Cycle Time (s):		75		
			C2	Stream: 1 PRC for Signalled Lanes (%)	3.6	Total Delay for Signalled Lanes (pcuHr):			20.73	Cycle Time (s):		75		
				PRC Over All Lanes (%)	-40.4	Total Delay Over All Lanes(pcuHr):			146.29					