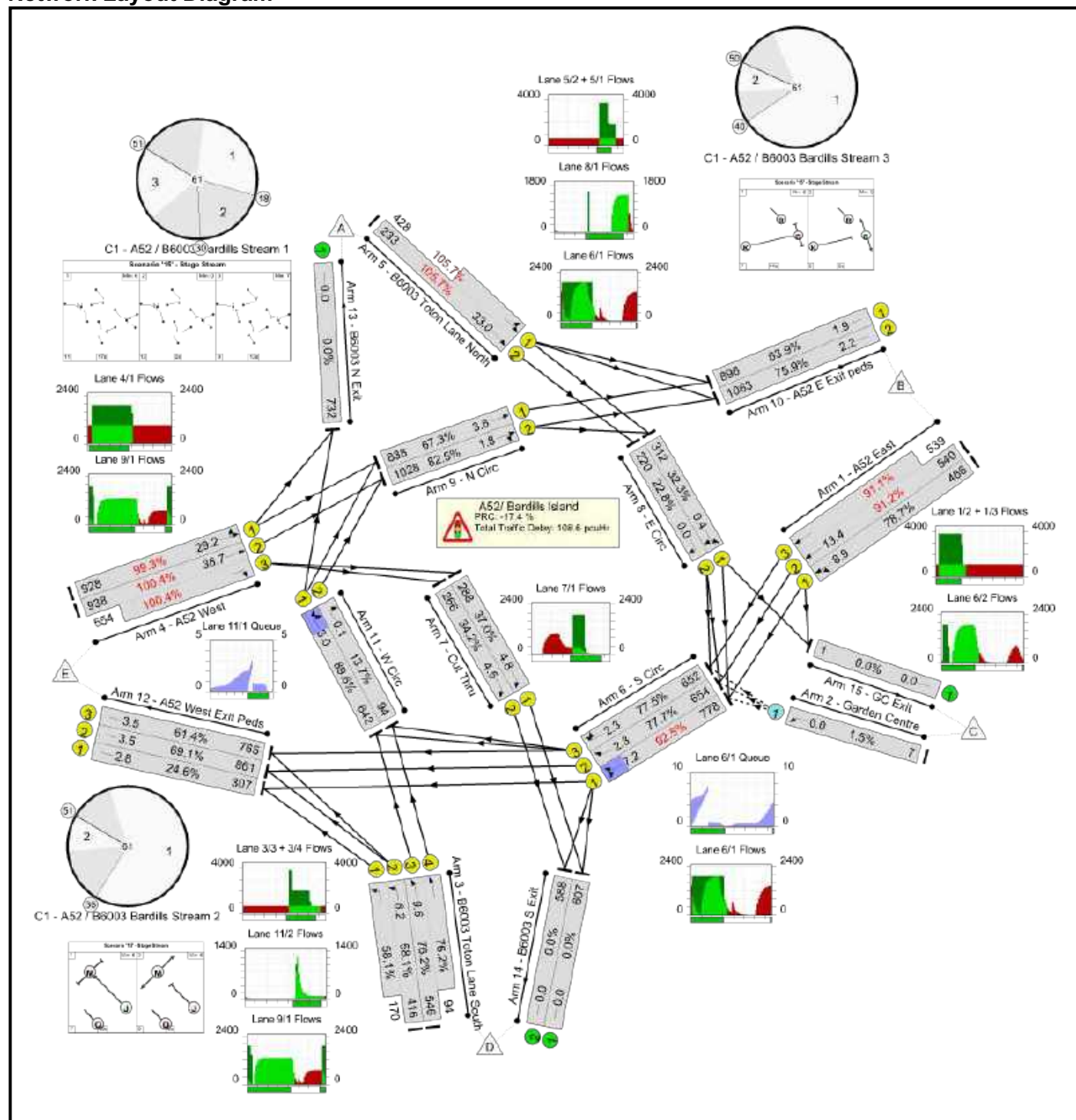


Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	105.7%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	105.7%
1/1	A52 East Ahead Left	U	1	N/A	F		1	18	-	-	466	1900	592	78.7%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	18	-	-	1079	1900:1900	592+592	91.2 : 91.1%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	459	1.5%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	22	-	-	586	1900:1900	716+293	58.1 : 58.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	22	-	-	640	1900:1900	716+123	76.2 : 76.2%
4/1	A52 West Ahead Left	U	1	N/A	B		1	29	-	-	928	1900	934	99.3%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	29	-	-	1492	1900:1900	934+552	100.4 : 100.4%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	12	-	-	661	1900:1900	220+405	105.7 : 105.7%
6/1	S Circ Ahead Left	U	1	N/A	G		1	26	-	-	796	1900	841	92.5%
6/2	S Circ Ahead	U	1	N/A	G		1	26	-	-	660	1900	841	77.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	26	-	-	658	1900	841	77.5%
7/1	Cut Thru Ahead	U	1	N/A	I		1	24	-	-	288	1900	779	37.0%
7/2	Cut Thru Ahead	U	1	N/A	I		1	24	-	-	266	1900	779	34.2%

Detailed Input Data And Results

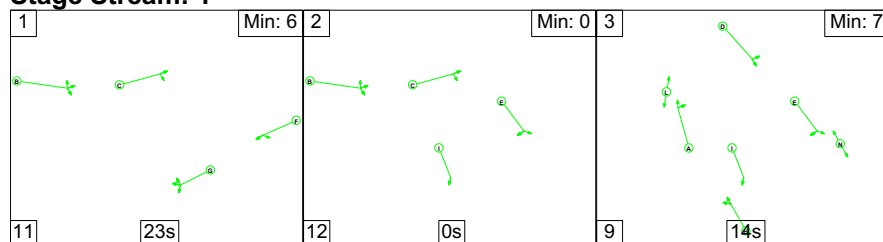
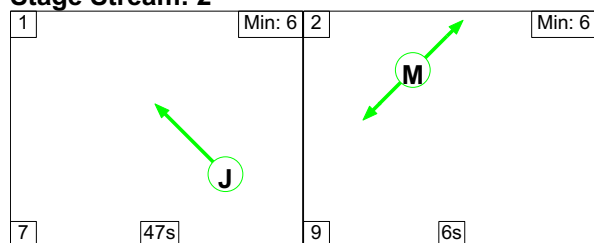
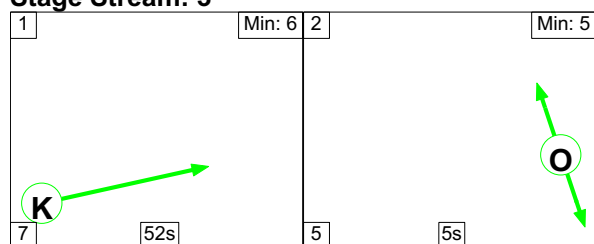
8/1	E Circ Right Ahead	U	1	N/A	E		1	30	-	-	330	1900	966	32.3%
8/2	E Circ Right	U	1	N/A	E		1	30	-	-	233	1900	966	22.8%
9/1	N Circ Ahead	U	1	N/A	C		1	39	-	-	838	1900	1246	67.3%
9/2	N Circ Right Ahead	U	1	N/A	C		1	39	-	-	1032	1900	1246	82.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	44	-	-	899	1900	1402	63.9%
10/2	A52 E Exit peds	U	3	N/A	K		1	44	-	-	1069	1900	1402	75.9%
11/1	W Circ Right Ahead	U	1	N/A	A		1	21	-	-	642	1900	716	89.6%
11/2	W Circ Right	U	1	N/A	A		1	21	-	-	94	1900	685	13.7%
12/1	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	307	1900	1246	24.6%
12/2	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	867	1900	1246	69.1%
12/3	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	771	1900	1246	61.4%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	732	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	616	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	597	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	2	5	0	38.2	70.5	0.0	108.6	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	2	5	0	38.2	70.5	0.0	108.6	-	-	-	-	A52/ Bardills Island
1/1	466	466	-	-	-	2.5	1.8	-	4.3	33.1	7.1	1.8	8.9	1/1
1/2+1/3	1079	1079	-	-	-	6.1	4.7	-	10.8	36.0	8.7	4.7	13.4	1/2+1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	8.6	0.0	0.0	0.0	2/1
3/2+3/1	586	586	-	-	-	2.4	0.7	-	3.1	18.8	5.5	0.7	6.2	3/2+3/1
3/3+3/4	640	640	-	-	-	2.8	1.6	-	4.4	24.9	8.0	1.6	9.6	3/3+3/4
4/1	928	928	-	-	-	4.0	13.7	-	17.7	68.6	15.5	13.7	29.2	4/1
4/2+4/3	1492	1488	-	-	-	5.9	20.8	-	26.6	64.3	16.0	20.8	36.7	4/2+4/3
5/2+5/1	661	625	-	-	-	4.9	24.6	-	29.4	160.4	8.5	24.6	33.0	5/2+5/1
6/1	778	778	-	-	-	1.3	0.0	-	1.3	6.2	7.2	0.0	7.2	6/1
6/2	654	654	-	-	-	0.5	0.0	-	0.5	2.9	2.3	0.0	2.3	6/2
6/3	652	652	-	-	-	0.5	0.0	-	0.5	2.9	2.3	0.0	2.3	6/3
7/1	288	288	-	-	-	1.2	0.0	-	1.2	14.9	4.8	0.0	4.8	7/1
7/2	266	266	-	-	-	1.2	0.0	-	1.2	15.9	4.5	0.0	4.5	7/2
8/1	312	312	-	-	-	0.2	0.0	-	0.2	2.4	0.4	0.0	0.4	8/1
8/2	220	220	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	8/2
9/1	838	838	-	-	-	0.5	0.0	-	0.5	2.4	3.6	0.0	3.6	9/1
9/2	1028	1028	-	-	-	0.4	0.0	-	0.4	1.5	1.8	0.0	1.8	9/2
10/1	896	896	-	-	-	0.1	0.9	-	1.0	4.1	1.0	0.9	1.9	10/1
10/2	1063	1063	-	-	-	0.1	1.6	-	1.7	5.6	0.7	1.6	2.2	10/2
11/1	642	642	-	-	-	0.8	0.0	-	0.8	4.7	3.0	0.0	3.0	11/1

Detailed Input Data And Results

11/2	94	94	-	-	-	0.0	0.0	-	0.0	1.5	0.1	0.0	0.1	11/2
12/1	307	307	-	-	-	0.8	0.2	-	0.9	10.8	2.7	0.2	2.8	12/1
12/2	861	861	-	-	-	0.9	0.0	-	0.9	3.9	3.5	0.0	3.5	12/2
12/3	765	765	-	-	-	0.9	0.0	-	0.9	4.4	3.5	0.0	3.5	12/3
13/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 Bardills Stream: 1 PRC for Signalled Lanes (%): -17.4 C1 - A52 / B6003 Bardills Stream: 2 PRC for Signalled Lanes (%): 30.3 C1 - A52 / B6003 Bardills Stream: 3 PRC for Signalled Lanes (%): 18.6 PRC Over All Lanes (%): -17.4 Total Delay for Signalled Lanes (pcuHr): 103.13 Total Delay for Signalled Lanes (pcuHr): 2.78 Total Delay for Signalled Lanes (pcuHr): 2.68 Total Delay Over All Lanes(pcuHr): 108.61 Cycle Time (s): 61 Cycle Time (s): 61 Cycle Time (s): 61														

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Timings****Stage Stream: 1**

Stage	1	2	3
Duration	23	0	14
Change Point	41	6	18

Stage Stream: 2

Stage	1	2
Duration	47	6
Change Point	41	26

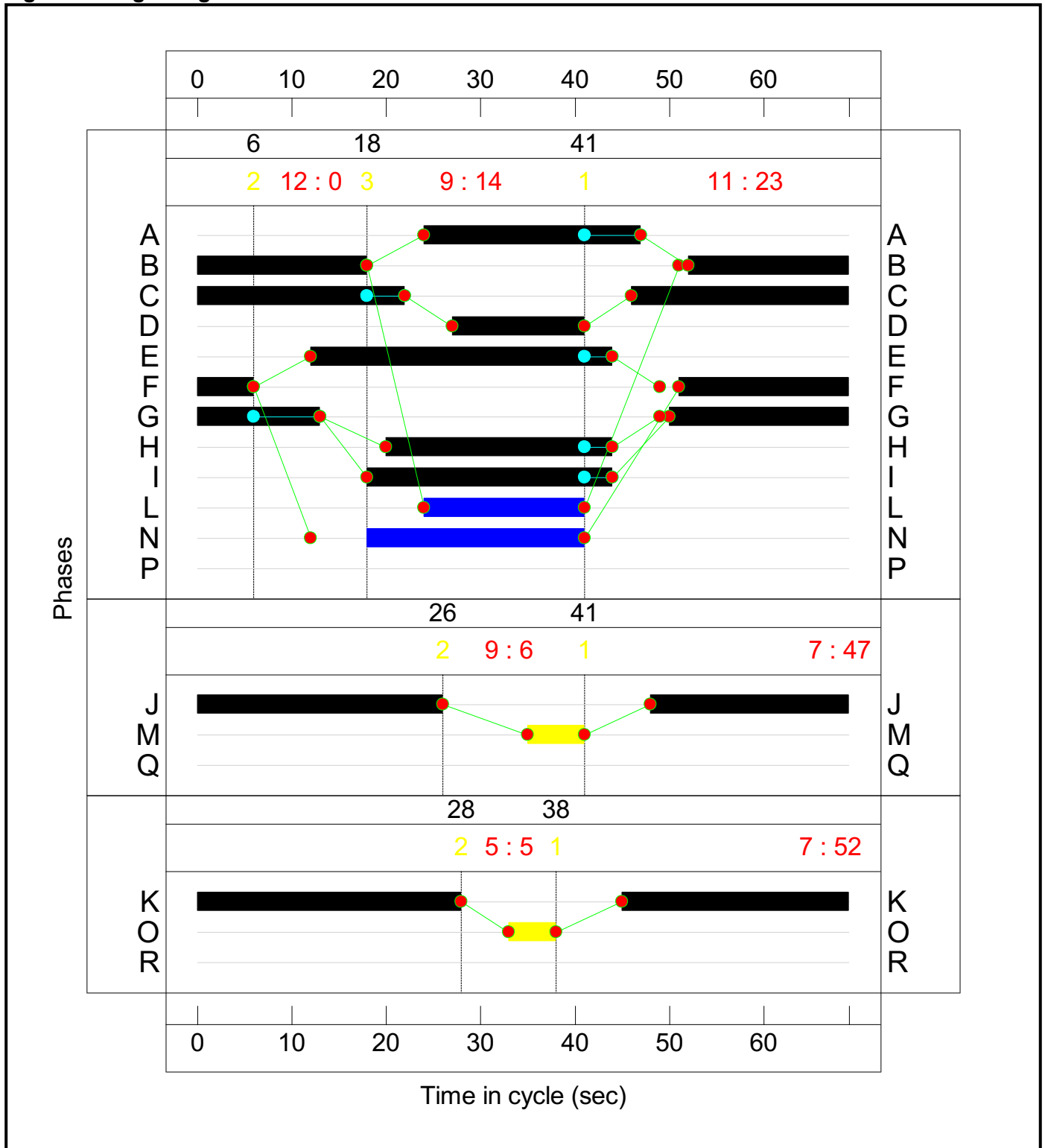
Stage Stream: 3

Stage	1	2
Duration	52	5
Change Point	38	28

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	23	24	47
B	A52 West Right Ahead Left	Traffic	1	35	52	18
C	N Circ Right Ahead	Traffic	1	45	46	22
D	B6003 Toton Lane North Ahead Left	Traffic	1	14	27	41
E	E Circ Right Ahead	Traffic	1	32	12	44
F	A52 East Ahead Left	Traffic	1	24	51	6
G	S Circ Right Ahead Left (25)	Traffic	1	32	50	13
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	24	20	44
I	Cut Thru Ahead (29)	Traffic	1	26	18	44
J	A52 West Exit Peds	Traffic	2	47	48	26
K	A52 E Exit peds	Traffic	3	52	45	28
L	Pedestrians across	Pedestrian	1	17	24	41
M	Pedestrians across	Pedestrian	2	6	35	41
N	Pedestrians across	Pedestrian	1	23	18	41
O	Pedestrians across	Pedestrian	3	5	33	38
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

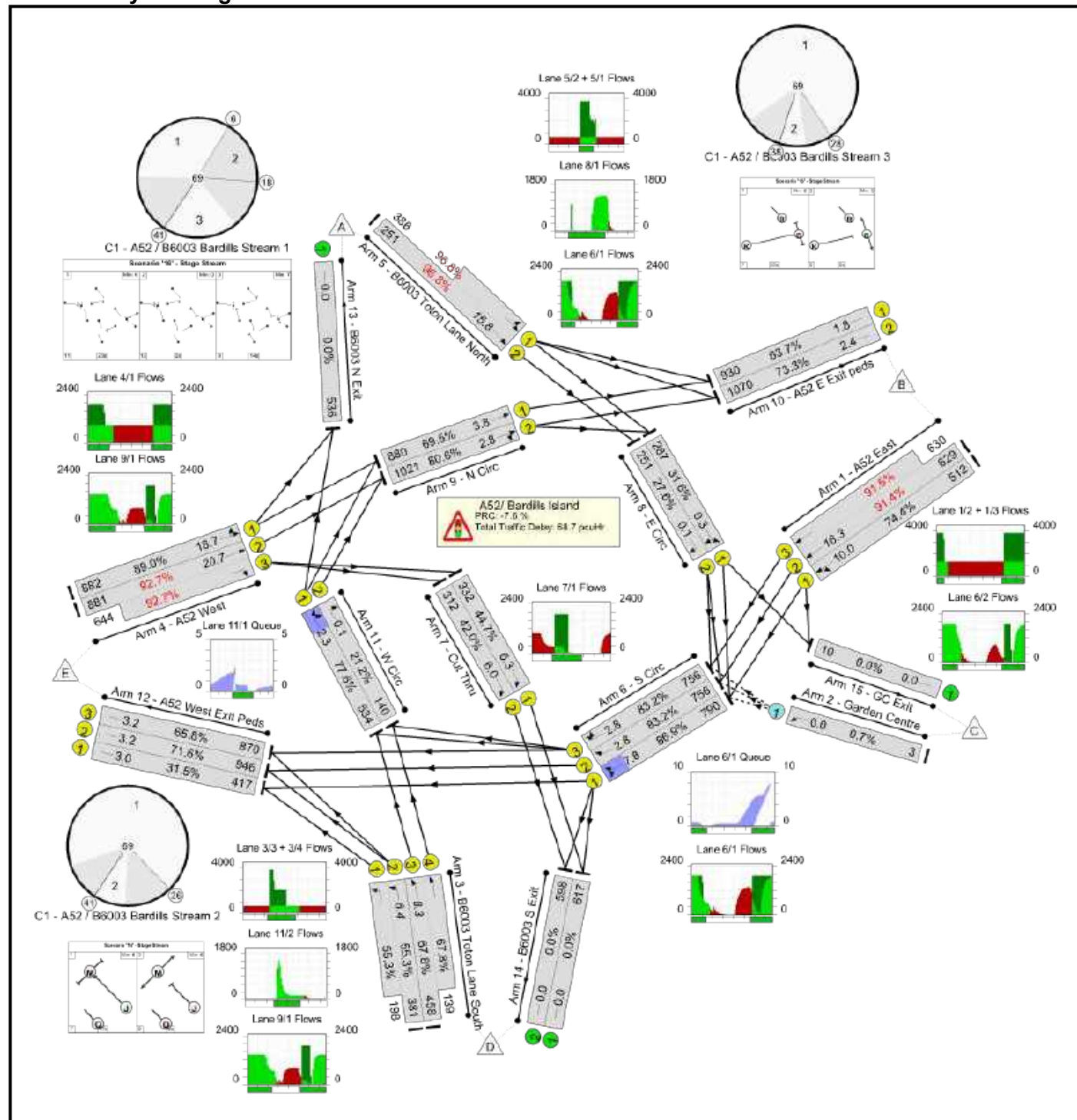
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	51	6
1/2	A52 East Ahead	U	F	51	6
1/3	A52 East Ahead	U	F	51	6
3/1	B6003 Toton Lane South Left	U	H	20	44
3/2	B6003 Toton Lane South Left	U	H	20	44
3/3	B6003 Toton Lane South Ahead	U	H	20	44
3/4	B6003 Toton Lane South Ahead	U	H	20	44
4/1	A52 West Ahead Left	U	B	52	18
4/2	A52 West Ahead	U	B	52	18
4/3	A52 West Right	U	B	52	18
5/1	B6003 Toton Lane North Ahead Left	U	D	27	41
5/2	B6003 Toton Lane North Ahead	U	D	27	41
6/1	S Circ Ahead Left	U	G	50	13
6/2	S Circ Ahead	U	G	50	13
6/3	S Circ Right Ahead	U	G	50	13
7/1	Cut Thru Ahead	U	I	18	44
7/2	Cut Thru Ahead	U	I	18	44
8/1	E Circ Right Ahead	U	E	12	44
8/2	E Circ Right	U	E	12	44
9/1	N Circ Ahead	U	C	46	22
9/2	N Circ Right Ahead	U	C	46	22
10/1	A52 E Exit peds	U	K	45	28
10/2	A52 E Exit peds	U	K	45	28
11/1	W Circ Right Ahead	U	A	24	47
11/2	W Circ Right	U	A	24	47
12/1	A52 West Exit Peds	U	J	48	26
12/2	A52 West Exit Peds	U	J	48	26
12/3	A52 West Exit Peds	U	J	48	26

Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	96.8%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	96.8%
1/1	A52 East Ahead Left	U	1	N/A	F		1	24	-	-	512	1900	688	74.4%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	24	-	-	1259	1900:1900	688+688	91.4 : 91.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	404	0.7%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	24	-	-	579	1900:1900	688+358	55.3 : 55.3%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	24	-	-	597	1900:1900	675+205	67.8 : 67.8%
4/1	A52 West Ahead Left	U	1	N/A	B		1	35	-	-	882	1900	991	89.0%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	35	-	-	1525	1900:1900	951+695	92.7 : 92.7%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	14	-	-	637	1900:1900	259+399	96.8 : 96.8%
6/1	S Circ Ahead Left	U	1	N/A	G		1	32	-	-	790	1900	909	86.9%
6/2	S Circ Ahead	U	1	N/A	G		1	32	-	-	756	1900	909	83.2%
6/3	S Circ Right Ahead	U	1	N/A	G		1	32	-	-	756	1900	909	83.2%
7/1	Cut Thru Ahead	U	1	N/A	I		1	26	-	-	332	1900	743	44.7%
7/2	Cut Thru Ahead	U	1	N/A	I		1	26	-	-	312	1900	743	42.0%

Detailed Input Data And Results

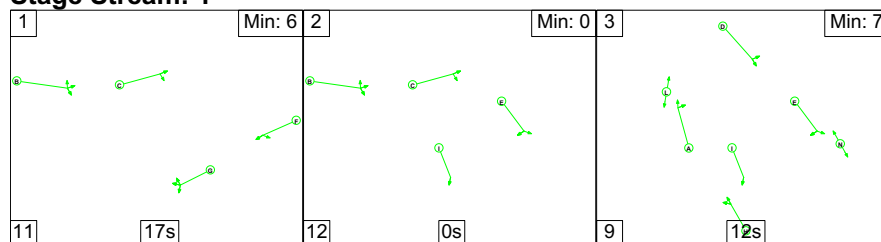
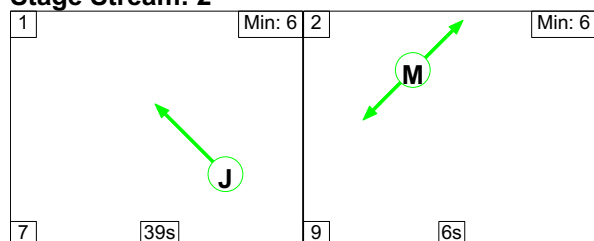
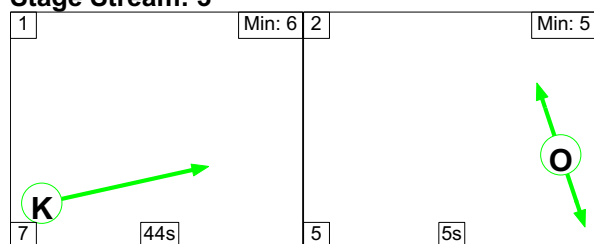
8/1	E Circ Right Ahead	U	1	N/A	E		1	32	-	-	287	1900	909	31.6%
8/2	E Circ Right	U	1	N/A	E		1	32	-	-	251	1900	909	27.6%
9/1	N Circ Ahead	U	1	N/A	C		1	45	-	-	880	1900	1267	69.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	45	-	-	1021	1900	1267	80.6%
10/1	A52 E Exit peds	U	3	N/A	K		1	52	-	-	930	1900	1459	63.7%
10/2	A52 E Exit peds	U	3	N/A	K		1	52	-	-	1070	1900	1459	73.3%
11/1	W Circ Right Ahead	U	1	N/A	A		1	23	-	-	534	1900	688	77.6%
11/2	W Circ Right	U	1	N/A	A		1	23	-	-	140	1900	661	21.2%
12/1	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	417	1900	1322	31.5%
12/2	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	946	1900	1322	71.6%
12/3	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	870	1900	1322	65.8%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	536	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	617	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	598	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	1	2	0	40.2	28.5	0.0	68.7	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	1	2	0	40.2	28.5	0.0	68.7	-	-	-	-	A52/ Bardills Island
1/1	512	512	-	-	-	2.7	1.4	-	4.2	29.2	8.5	1.4	10.0	1/1
1/2+1/3	1259	1259	-	-	-	7.3	4.9	-	12.3	35.1	11.4	4.9	16.3	1/2+1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	11.0	0.0	0.0	0.0	2/1
3/2+3/1	579	579	-	-	-	2.7	0.6	-	3.3	20.7	5.8	0.6	6.4	3/2+3/1
3/3+3/4	597	597	-	-	-	2.9	1.0	-	4.0	24.0	7.3	1.0	8.3	3/3+3/4
4/1	882	882	-	-	-	3.6	3.8	-	7.4	30.1	14.9	3.8	18.7	4/1
4/2+4/3	1525	1525	-	-	-	5.7	5.8	-	11.5	27.2	14.9	5.8	20.7	4/2+4/3
5/2+5/1	637	637	-	-	-	4.5	8.5	-	13.0	73.5	7.4	8.5	15.8	5/2+5/1
6/1	790	790	-	-	-	1.3	0.0	-	1.3	5.7	7.8	0.0	7.8	6/1
6/2	756	756	-	-	-	0.6	0.0	-	0.6	2.8	2.8	0.0	2.8	6/2
6/3	756	756	-	-	-	0.6	0.0	-	0.6	2.8	2.8	0.0	2.8	6/3
7/1	332	332	-	-	-	1.8	0.0	-	1.8	19.5	6.3	0.0	6.3	7/1
7/2	312	312	-	-	-	1.8	0.0	-	1.8	20.5	6.0	0.0	6.0	7/2
8/1	287	287	-	-	-	0.1	0.0	-	0.1	1.6	0.3	0.0	0.3	8/1
8/2	251	251	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1	8/2
9/1	880	880	-	-	-	0.6	0.0	-	0.6	2.6	3.8	0.0	3.8	9/1
9/2	1021	1021	-	-	-	0.6	0.0	-	0.6	2.2	2.8	0.0	2.8	9/2
10/1	930	930	-	-	-	0.1	0.9	-	1.0	3.8	1.0	0.9	1.8	10/1
10/2	1070	1070	-	-	-	0.1	1.4	-	1.5	5.0	1.0	1.4	2.4	10/2
11/1	534	534	-	-	-	0.7	0.0	-	0.7	4.5	2.3	0.0	2.3	11/1

Detailed Input Data And Results

11/2	140	140	-	-	-	0.1	0.0	-	0.1	1.7	0.1	0.0	0.1	11/2
12/1	417	417	-	-	-	0.7	0.2	-	0.9	8.0	2.8	0.2	3.0	12/1
12/2	946	946	-	-	-	0.8	0.0	-	0.8	2.9	3.2	0.0	3.2	12/2
12/3	870	870	-	-	-	0.8	0.0	-	0.8	3.2	3.2	0.0	3.2	12/3
13/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 Bardills C1 - A52 / B6003 Bardills C1 - A52 / B6003 Bardills Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): Stream: 3 PRC for Signalled Lanes (%): PRC Over All Lanes (%): -7.6 25.7 22.8 -7.6 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 63.81 2.45 2.48 68.75 Cycle Time (s): Cycle Time (s): Cycle Time (s): 69 69 69														

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Timings****Stage Stream: 1**

Stage	1	2	3
Duration	17	0	12
Change Point	35	2	14

Stage Stream: 2

Stage	1	2
Duration	39	6
Change Point	35	20

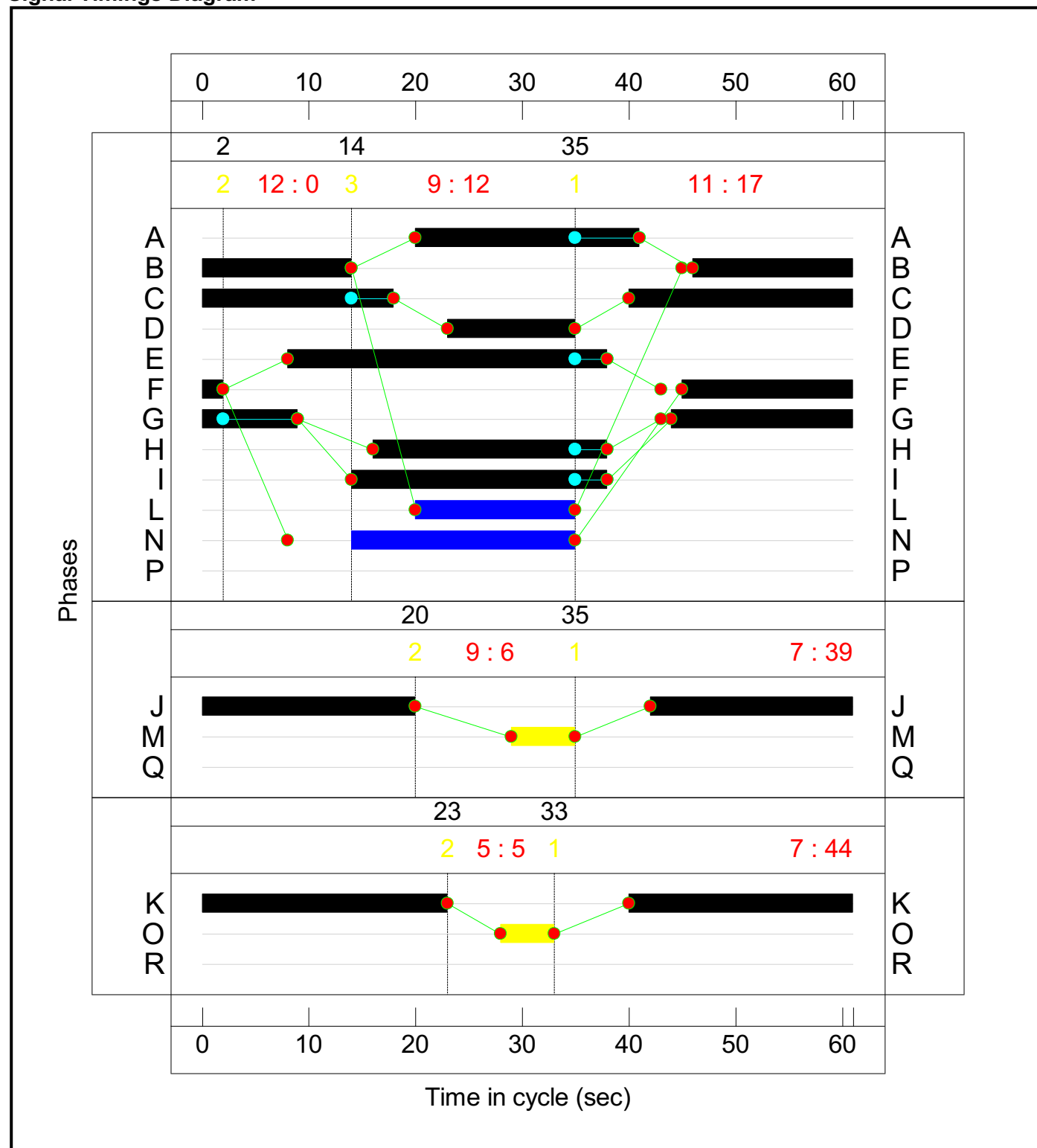
Stage Stream: 3

Stage	1	2
Duration	44	5
Change Point	33	23

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	21	20	41
B	A52 West Right Ahead Left	Traffic	1	29	46	14
C	N Circ Right Ahead	Traffic	1	39	40	18
D	B6003 Toton Lane North Ahead Left	Traffic	1	12	23	35
E	E Circ Right Ahead	Traffic	1	30	8	38
F	A52 East Ahead Left	Traffic	1	18	45	2
G	S Circ Right Ahead Left (25)	Traffic	1	26	44	9
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	22	16	38
I	Cut Thru Ahead (29)	Traffic	1	24	14	38
J	A52 West Exit Peds	Traffic	2	39	42	20
K	A52 E Exit peds	Traffic	3	44	40	23
L	Pedestrians across	Pedestrian	1	15	20	35
M	Pedestrians across	Pedestrian	2	6	29	35
N	Pedestrians across	Pedestrian	1	21	14	35
O	Pedestrians across	Pedestrian	3	5	28	33
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

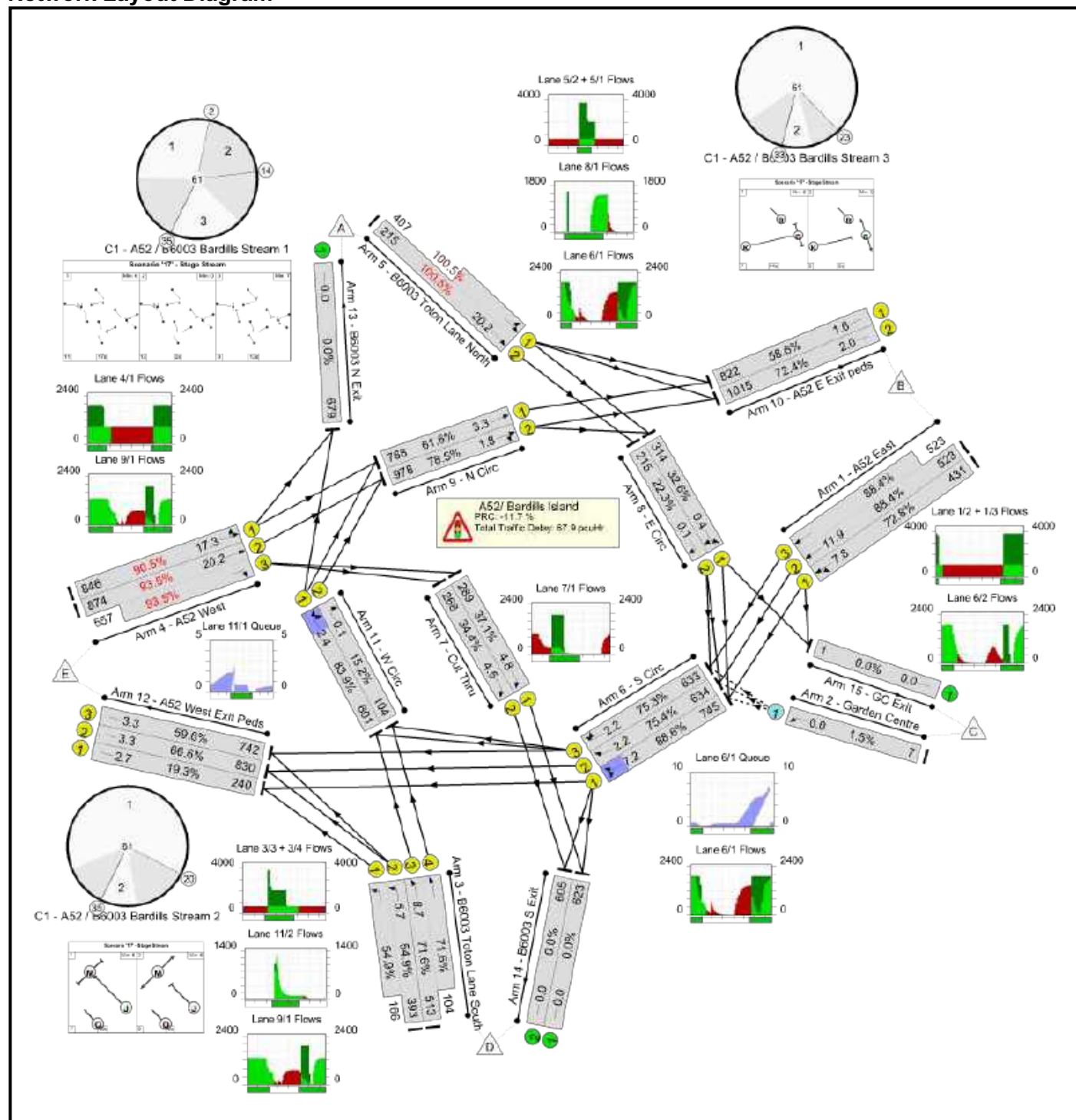
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	45	2
1/2	A52 East Ahead	U	F	45	2
1/3	A52 East Ahead	U	F	45	2
3/1	B6003 Toton Lane South Left	U	H	16	38
3/2	B6003 Toton Lane South Left	U	H	16	38
3/3	B6003 Toton Lane South Ahead	U	H	16	38
3/4	B6003 Toton Lane South Ahead	U	H	16	38
4/1	A52 West Ahead Left	U	B	46	14
4/2	A52 West Ahead	U	B	46	14
4/3	A52 West Right	U	B	46	14
5/1	B6003 Toton Lane North Ahead Left	U	D	23	35
5/2	B6003 Toton Lane North Ahead	U	D	23	35
6/1	S Circ Ahead Left	U	G	44	9
6/2	S Circ Ahead	U	G	44	9
6/3	S Circ Right Ahead	U	G	44	9
7/1	Cut Thru Ahead	U	I	14	38
7/2	Cut Thru Ahead	U	I	14	38
8/1	E Circ Right Ahead	U	E	8	38
8/2	E Circ Right	U	E	8	38
9/1	N Circ Ahead	U	C	40	18
9/2	N Circ Right Ahead	U	C	40	18
10/1	A52 E Exit peds	U	K	40	23
10/2	A52 E Exit peds	U	K	40	23
11/1	W Circ Right Ahead	U	A	20	41
11/2	W Circ Right	U	A	20	41
12/1	A52 West Exit Peds	U	J	42	20
12/2	A52 West Exit Peds	U	J	42	20
12/3	A52 West Exit Peds	U	J	42	20

Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	100.5%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	100.5%
1/1	A52 East Ahead Left	U	1	N/A	F		1	18	-	-	431	1900	592	72.8%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	18	-	-	1046	1900:1900	592+592	88.4 : 88.4%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	459	1.5%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	22	-	-	559	1900:1900	716+303	54.9 : 54.9%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	22	-	-	617	1900:1900	716+145	71.6 : 71.6%
4/1	A52 West Ahead Left	U	1	N/A	B		1	29	-	-	846	1900	934	90.5%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	29	-	-	1431	1900:1900	934+596	93.5 : 93.5%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	12	-	-	622	1900:1900	214+405	100.5 : 100.5%
6/1	S Circ Ahead Left	U	1	N/A	G		1	26	-	-	747	1900	841	88.6%
6/2	S Circ Ahead	U	1	N/A	G		1	26	-	-	634	1900	841	75.4%
6/3	S Circ Right Ahead	U	1	N/A	G		1	26	-	-	633	1900	841	75.3%
7/1	Cut Thru Ahead	U	1	N/A	I		1	24	-	-	289	1900	779	37.1%
7/2	Cut Thru Ahead	U	1	N/A	I		1	24	-	-	268	1900	779	34.4%

Detailed Input Data And Results

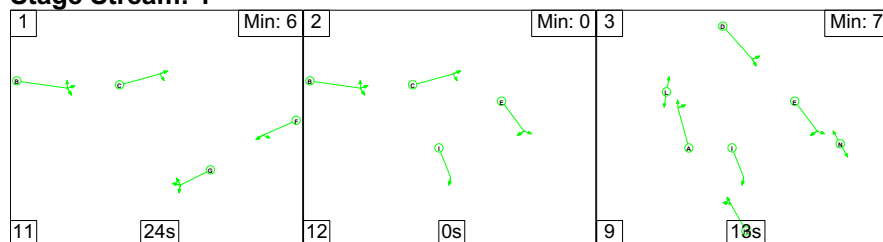
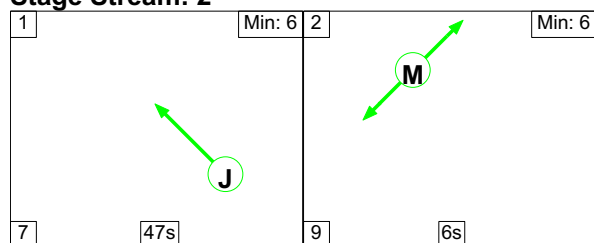
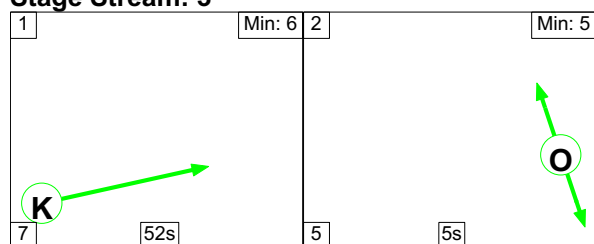
8/1	E Circ Right Ahead	U	1	N/A	E		1	30	-	-	316	1900	966	32.6%
8/2	E Circ Right	U	1	N/A	E		1	30	-	-	215	1900	966	22.3%
9/1	N Circ Ahead	U	1	N/A	C		1	39	-	-	768	1900	1246	61.6%
9/2	N Circ Right Ahead	U	1	N/A	C		1	39	-	-	978	1900	1246	78.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	44	-	-	822	1900	1402	58.6%
10/2	A52 E Exit peds	U	3	N/A	K		1	44	-	-	1015	1900	1402	72.4%
11/1	W Circ Right Ahead	U	1	N/A	A		1	21	-	-	601	1900	716	83.9%
11/2	W Circ Right	U	1	N/A	A		1	21	-	-	104	1900	685	15.2%
12/1	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	240	1900	1246	19.3%
12/2	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	830	1900	1246	66.6%
12/3	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	742	1900	1246	59.6%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	679	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	624	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	606	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	2	5	0	34.9	33.0	0.0	67.9	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	2	5	0	34.9	33.0	0.0	67.9	-	-	-	-	A52/ Bardills Island
1/1	431	431	-	-	-	2.2	1.3	-	3.6	29.7	6.5	1.3	7.8	1/1
1/2+1/3	1046	1046	-	-	-	5.8	3.6	-	9.4	32.4	8.3	3.6	11.9	1/2+1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	8.6	0.0	0.0	0.0	2/1
3/2+3/1	559	559	-	-	-	2.2	0.6	-	2.8	18.3	5.1	0.6	5.7	3/2+3/1
3/3+3/4	617	617	-	-	-	2.7	1.2	-	3.9	22.9	7.4	1.2	8.7	3/3+3/4
4/1	846	846	-	-	-	3.3	4.4	-	7.7	32.7	12.9	4.4	17.3	4/1
4/2+4/3	1431	1431	-	-	-	5.3	6.4	-	11.7	29.4	13.8	6.4	20.2	4/2+4/3
5/2+5/1	622	620	-	-	-	4.0	13.3	-	17.3	100.3	6.9	13.3	20.2	5/2+5/1
6/1	745	745	-	-	-	1.3	0.0	-	1.3	6.3	7.2	0.0	7.2	6/1
6/2	634	634	-	-	-	0.5	0.0	-	0.5	2.8	2.2	0.0	2.2	6/2
6/3	633	633	-	-	-	0.5	0.0	-	0.5	2.8	2.2	0.0	2.2	6/3
7/1	289	289	-	-	-	1.2	0.0	-	1.2	14.9	4.8	0.0	4.8	7/1
7/2	268	268	-	-	-	1.2	0.0	-	1.2	15.9	4.5	0.0	4.5	7/2
8/1	314	314	-	-	-	0.2	0.0	-	0.2	2.4	0.4	0.0	0.4	8/1
8/2	215	215	-	-	-	0.0	0.0	-	0.0	0.5	0.1	0.0	0.1	8/2
9/1	768	768	-	-	-	0.5	0.0	-	0.5	2.4	3.3	0.0	3.3	9/1
9/2	978	978	-	-	-	0.4	0.0	-	0.4	1.5	1.8	0.0	1.8	9/2
10/1	822	822	-	-	-	0.1	0.7	-	0.8	3.6	0.9	0.7	1.6	10/1
10/2	1015	1015	-	-	-	0.1	1.3	-	1.4	4.9	0.7	1.3	2.0	10/2
11/1	601	601	-	-	-	0.7	0.0	-	0.7	4.4	2.4	0.0	2.4	11/1

Detailed Input Data And Results

11/2	104	104	-	-	-	0.0	0.0	-	0.0	1.5	0.1	0.0	0.1	11/2
12/1	240	240	-	-	-	0.7	0.1	-	0.8	12.7	2.6	0.1	2.7	12/1
12/2	830	830	-	-	-	0.9	0.0	-	0.9	3.8	3.3	0.0	3.3	12/2
12/3	742	742	-	-	-	0.9	0.0	-	0.9	4.3	3.3	0.0	3.3	12/3
13/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%): -11.7Total Delay for Signalled Lanes (pcuHr): 63.02Cycle Time (s): 61 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%): 35.1Total Delay for Signalled Lanes (pcuHr): 2.60Cycle Time (s): 61 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%): 24.3Total Delay for Signalled Lanes (pcuHr): 2.22Cycle Time (s): 61 PRC Over All Lanes (%): -11.7Total Delay Over All Lanes(pcuHr): 67.86														

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Timings****Stage Stream: 1**

Stage	1	2	3
Duration	24	0	13
Change Point	41	7	19

Stage Stream: 2

Stage	1	2
Duration	47	6
Change Point	41	26

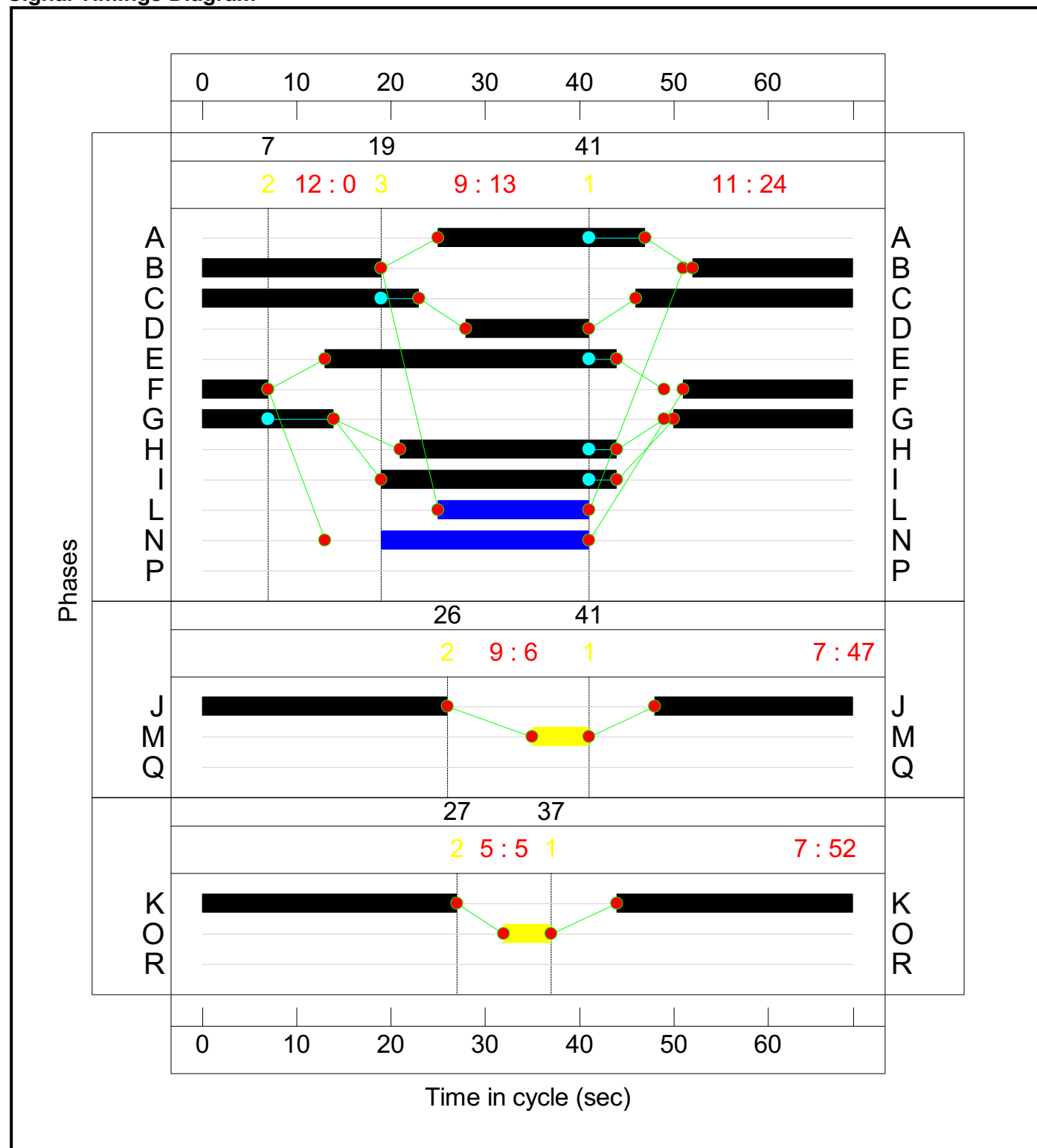
Stage Stream: 3

Stage	1	2
Duration	52	5
Change Point	37	27

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	22	25	47
B	A52 West Right Ahead Left	Traffic	1	36	52	19
C	N Circ Right Ahead	Traffic	1	46	46	23
D	B6003 Toton Lane North Ahead Left	Traffic	1	13	28	41
E	E Circ Right Ahead	Traffic	1	31	13	44
F	A52 East Ahead Left	Traffic	1	25	51	7
G	S Circ Right Ahead Left (25)	Traffic	1	33	50	14
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	23	21	44
I	Cut Thru Ahead (29)	Traffic	1	25	19	44
J	A52 West Exit Peds	Traffic	2	47	48	26
K	A52 E Exit peds	Traffic	3	52	44	27
L	Pedestrians across	Pedestrian	1	16	25	41
M	Pedestrians across	Pedestrian	2	6	35	41
N	Pedestrians across	Pedestrian	1	22	19	41
O	Pedestrians across	Pedestrian	3	5	32	37
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

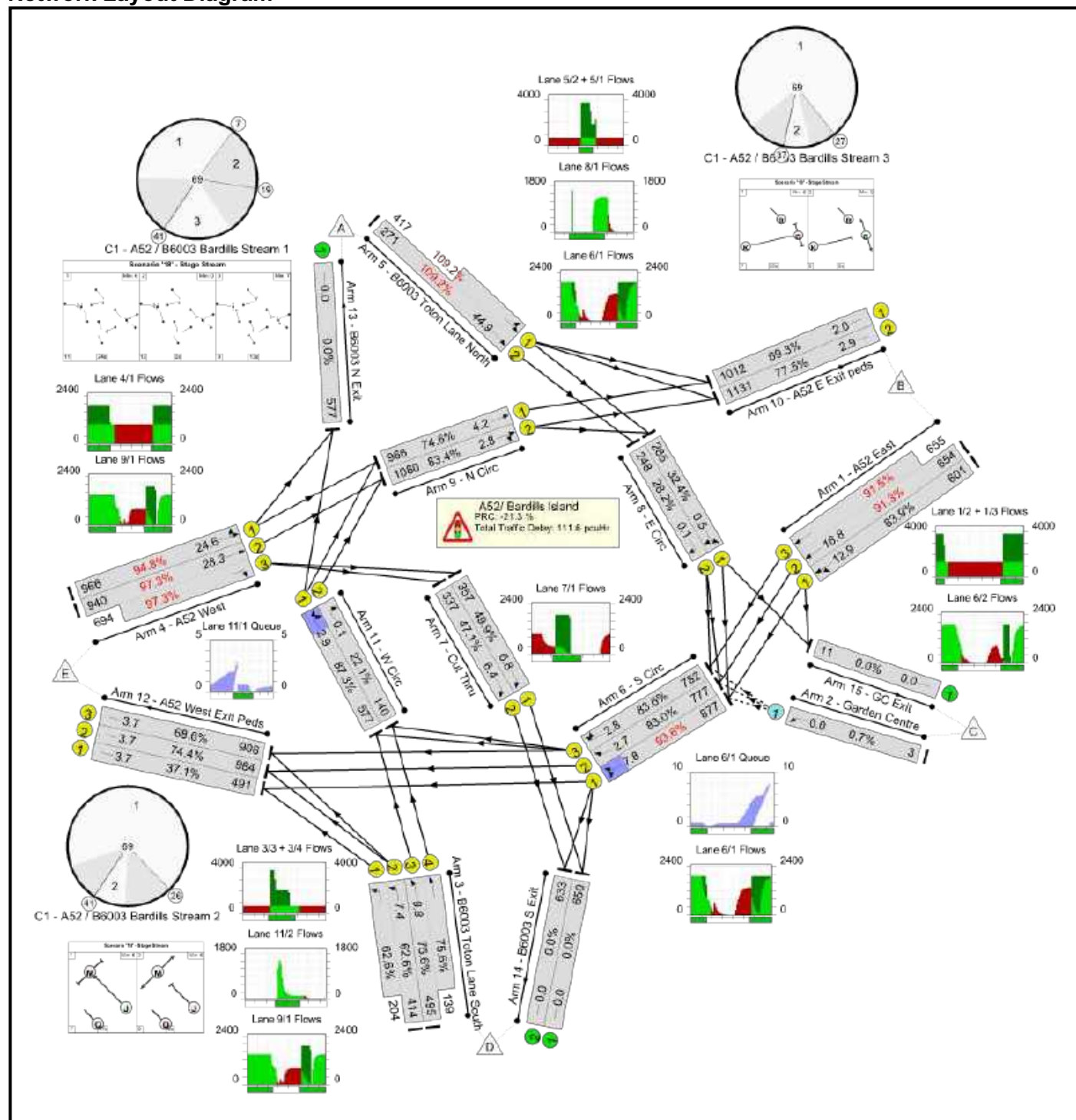
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	51	7
1/2	A52 East Ahead	U	F	51	7
1/3	A52 East Ahead	U	F	51	7
3/1	B6003 Toton Lane South Left	U	H	21	44
3/2	B6003 Toton Lane South Left	U	H	21	44
3/3	B6003 Toton Lane South Ahead	U	H	21	44
3/4	B6003 Toton Lane South Ahead	U	H	21	44
4/1	A52 West Ahead Left	U	B	52	19
4/2	A52 West Ahead	U	B	52	19
4/3	A52 West Right	U	B	52	19
5/1	B6003 Toton Lane North Ahead Left	U	D	28	41
5/2	B6003 Toton Lane North Ahead	U	D	28	41
6/1	S Circ Ahead Left	U	G	50	14
6/2	S Circ Ahead	U	G	50	14
6/3	S Circ Right Ahead	U	G	50	14
7/1	Cut Thru Ahead	U	I	19	44
7/2	Cut Thru Ahead	U	I	19	44
8/1	E Circ Right Ahead	U	E	13	44
8/2	E Circ Right	U	E	13	44
9/1	N Circ Ahead	U	C	46	23
9/2	N Circ Right Ahead	U	C	46	23
10/1	A52 E Exit peds	U	K	44	27
10/2	A52 E Exit peds	U	K	44	27
11/1	W Circ Right Ahead	U	A	25	47
11/2	W Circ Right	U	A	25	47
12/1	A52 West Exit Peds	U	J	48	26
12/2	A52 West Exit Peds	U	J	48	26
12/3	A52 West Exit Peds	U	J	48	26

Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	109.2%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	109.2%
1/1	A52 East Ahead Left	U	1	N/A	F		1	25	-	-	601	1900	716	83.9%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	25	-	-	1309	1900:1900	716+716	91.3 : 91.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	404	0.7%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	23	-	-	618	1900:1900	661+326	62.6 : 62.6%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	23	-	-	634	1900:1900	655+184	75.6 : 75.6%
4/1	A52 West Ahead Left	U	1	N/A	B		1	36	-	-	966	1900	1019	94.8%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	36	-	-	1634	1900:1900	966+713	97.3 : 97.3%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	13	-	-	688	1900:1900	248+382	109.2 : 109.2%
6/1	S Circ Ahead Left	U	1	N/A	G		1	33	-	-	902	1900	936	93.6%
6/2	S Circ Ahead	U	1	N/A	G		1	33	-	-	788	1900	936	83.0%
6/3	S Circ Right Ahead	U	1	N/A	G		1	33	-	-	794	1900	936	83.6%
7/1	Cut Thru Ahead	U	1	N/A	I		1	25	-	-	357	1900	716	49.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	25	-	-	337	1900	716	47.1%

Detailed Input Data And Results

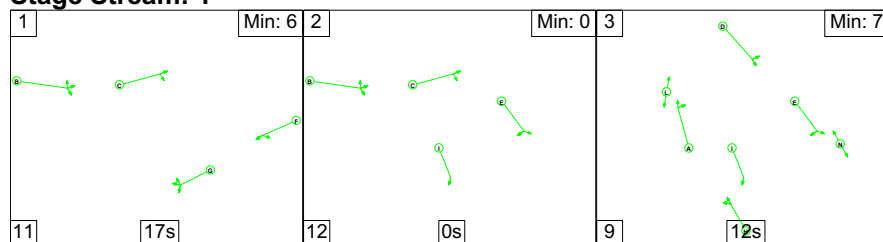
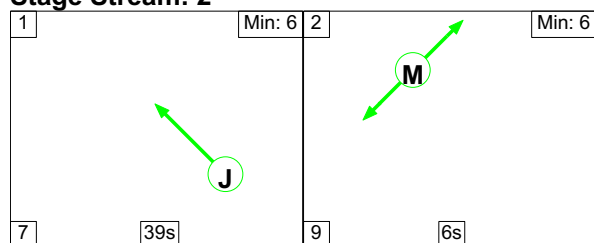
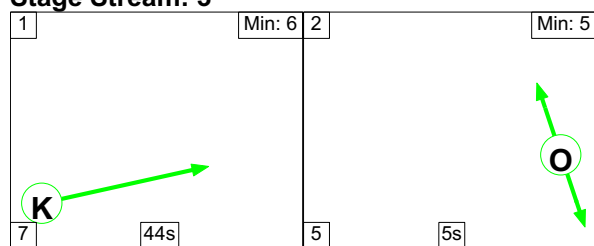
8/1	E Circ Right Ahead	U	1	N/A	E		1	31	-	-	311	1900	881	32.4%
8/2	E Circ Right	U	1	N/A	E		1	31	-	-	271	1900	881	28.2%
9/1	N Circ Ahead	U	1	N/A	C		1	46	-	-	966	1900	1294	74.6%
9/2	N Circ Right Ahead	U	1	N/A	C		1	46	-	-	1080	1900	1294	83.4%
10/1	A52 E Exit peds	U	3	N/A	K		1	52	-	-	1016	1900	1459	69.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	52	-	-	1136	1900	1459	77.5%
11/1	W Circ Right Ahead	U	1	N/A	A		1	22	-	-	577	1900	661	87.3%
11/2	W Circ Right	U	1	N/A	A		1	22	-	-	140	1900	633	22.1%
12/1	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	491	1900	1322	37.1%
12/2	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	995	1900	1322	74.4%
12/3	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	918	1900	1322	68.6%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	577	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	663	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	646	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	1	2	0	45.6	65.9	0.0	111.6	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	1	2	0	45.6	65.9	0.0	111.6	-	-	-	-	A52/ Bardills Island
1/1	601	601	-	-	-	3.3	2.5	-	5.8	34.6	10.4	2.5	12.9	1/1
1/2+1/3	1309	1309	-	-	-	7.4	4.9	-	12.4	34.0	11.8	4.9	16.8	1/2+1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	11.1	0.0	0.0	0.0	2/1
3/2+3/1	618	618	-	-	-	3.1	0.8	-	3.9	22.9	6.6	0.8	7.4	3/2+3/1
3/3+3/4	634	634	-	-	-	3.3	1.5	-	4.9	27.7	8.3	1.5	9.8	3/3+3/4
4/1	966	966	-	-	-	4.1	7.2	-	11.2	41.9	17.4	7.2	24.6	4/1
4/2+4/3	1634	1634	-	-	-	6.1	11.8	-	17.9	39.5	16.4	11.8	28.3	4/2+4/3
5/2+5/1	688	630	-	-	-	6.7	34.0	-	40.7	213.1	10.9	34.0	44.9	5/2+5/1
6/1	877	877	-	-	-	1.3	0.0	-	1.3	5.4	7.8	0.0	7.8	6/1
6/2	777	777	-	-	-	0.5	0.0	-	0.5	2.5	2.7	0.0	2.7	6/2
6/3	782	782	-	-	-	0.6	0.0	-	0.6	2.6	2.8	0.0	2.8	6/3
7/1	357	357	-	-	-	2.0	0.0	-	2.0	20.2	6.8	0.0	6.8	7/1
7/2	337	337	-	-	-	2.0	0.0	-	2.0	21.2	6.4	0.0	6.4	7/2
8/1	285	285	-	-	-	0.2	0.0	-	0.2	2.7	0.5	0.0	0.5	8/1
8/2	248	248	-	-	-	0.1	0.0	-	0.1	0.9	0.1	0.0	0.1	8/2
9/1	966	966	-	-	-	0.6	0.0	-	0.6	2.3	4.2	0.0	4.2	9/1
9/2	1080	1080	-	-	-	0.6	0.0	-	0.6	1.9	2.8	0.0	2.8	9/2
10/1	1012	1012	-	-	-	0.1	1.1	-	1.2	4.4	0.9	1.1	2.0	10/1
10/2	1131	1131	-	-	-	0.1	1.7	-	1.8	5.8	1.2	1.7	2.9	10/2
11/1	577	577	-	-	-	0.8	0.0	-	0.8	4.9	2.9	0.0	2.9	11/1

Detailed Input Data And Results

11/2	140	140	-	-	-	0.1	0.0	-	0.1	1.8	0.1	0.0	0.1	11/2
12/1	491	491	-	-	-	0.9	0.3	-	1.2	8.5	3.4	0.3	3.7	12/1
12/2	984	984	-	-	-	0.9	0.0	-	0.9	3.2	3.7	0.0	3.7	12/2
12/3	906	906	-	-	-	0.9	0.0	-	0.9	3.5	3.7	0.0	3.7	12/3
13/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 Bardills Stream: 1 PRC for Signalled Lanes (%): -21.3 C1 - A52 / B6003 Bardills Stream: 2 PRC for Signalled Lanes (%): 20.9 C1 - A52 / B6003 Bardills Stream: 3 PRC for Signalled Lanes (%): 16.2 PRC Over All Lanes (%): -21.3 Total Delay for Signalled Lanes (pcuHr): 105.57 Total Delay for Signalled Lanes (pcuHr): 2.94 Total Delay for Signalled Lanes (pcuHr): 3.05 Total Delay Over All Lanes(pcuHr): 111.57 Cycle Time (s): 69 Cycle Time (s): 69 Cycle Time (s): 69														

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Timings****Stage Stream: 1**

Stage	1	2	3
Duration	17	0	12
Change Point	50	17	29

Stage Stream: 2

Stage	1	2
Duration	39	6
Change Point	50	35

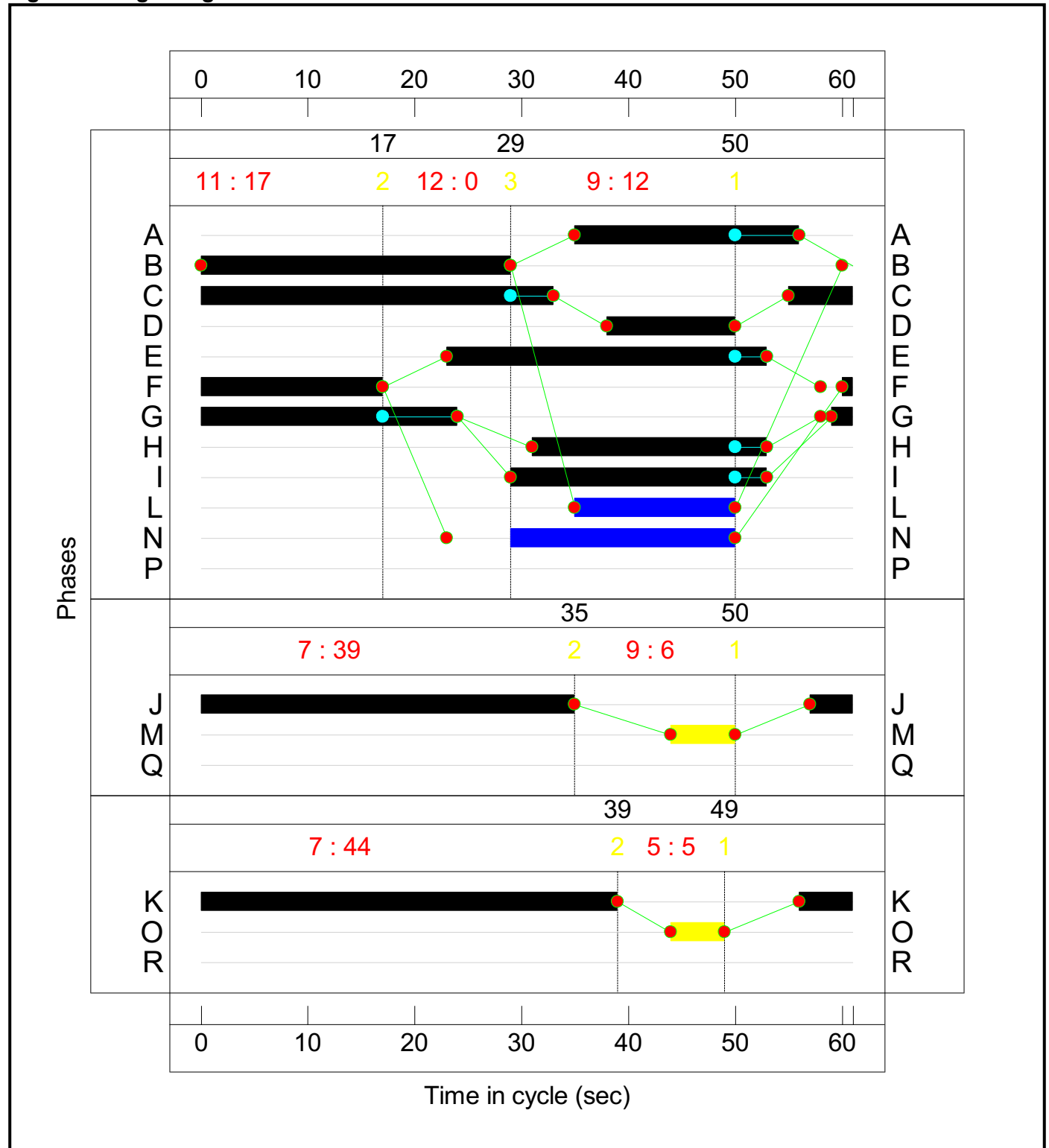
Stage Stream: 3

Stage	1	2
Duration	44	5
Change Point	49	39

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	21	35	56
B	A52 West Right Ahead Left	Traffic	1	29	0	29
C	N Circ Right Ahead	Traffic	1	39	55	33
D	B6003 Toton Lane North Ahead Left	Traffic	1	12	38	50
E	E Circ Right Ahead	Traffic	1	30	23	53
F	A52 East Ahead Left	Traffic	1	18	60	17
G	S Circ Right Ahead Left (25)	Traffic	1	26	59	24
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	22	31	53
I	Cut Thru Ahead (29)	Traffic	1	24	29	53
J	A52 West Exit Peds	Traffic	2	39	57	35
K	A52 E Exit peds	Traffic	3	44	56	39
L	Pedestrians across	Pedestrian	1	15	35	50
M	Pedestrians across	Pedestrian	2	6	44	50
N	Pedestrians across	Pedestrian	1	21	29	50
O	Pedestrians across	Pedestrian	3	5	44	49
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

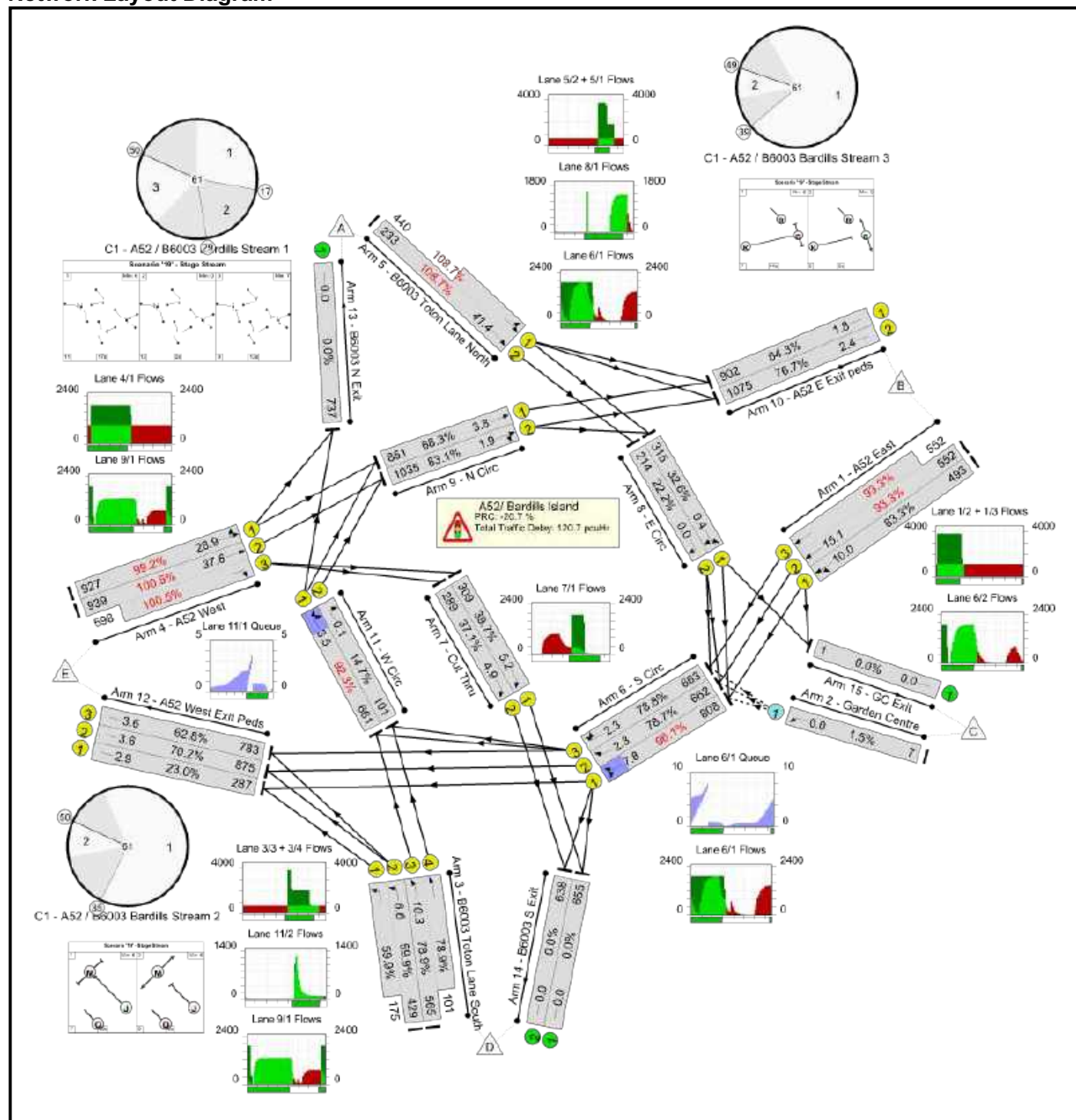
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	60	17
1/2	A52 East Ahead	U	F	60	17
1/3	A52 East Ahead	U	F	60	17
3/1	B6003 Toton Lane South Left	U	H	31	53
3/2	B6003 Toton Lane South Left	U	H	31	53
3/3	B6003 Toton Lane South Ahead	U	H	31	53
3/4	B6003 Toton Lane South Ahead	U	H	31	53
4/1	A52 West Ahead Left	U	B	0	29
4/2	A52 West Ahead	U	B	0	29
4/3	A52 West Right	U	B	0	29
5/1	B6003 Toton Lane North Ahead Left	U	D	38	50
5/2	B6003 Toton Lane North Ahead	U	D	38	50
6/1	S Circ Ahead Left	U	G	59	24
6/2	S Circ Ahead	U	G	59	24
6/3	S Circ Right Ahead	U	G	59	24
7/1	Cut Thru Ahead	U	I	29	53
7/2	Cut Thru Ahead	U	I	29	53
8/1	E Circ Right Ahead	U	E	23	53
8/2	E Circ Right	U	E	23	53
9/1	N Circ Ahead	U	C	55	33
9/2	N Circ Right Ahead	U	C	55	33
10/1	A52 E Exit peds	U	K	56	39
10/2	A52 E Exit peds	U	K	56	39
11/1	W Circ Right Ahead	U	A	35	56
11/2	W Circ Right	U	A	35	56
12/1	A52 West Exit Peds	U	J	57	35
12/2	A52 West Exit Peds	U	J	57	35
12/3	A52 West Exit Peds	U	J	57	35

Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	108.7%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	108.7%
1/1	A52 East Ahead Left	U	1	N/A	F		1	18	-	-	493	1900	592	83.3%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	18	-	-	1104	1900:1900	592+592	93.3 : 93.3%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	459	1.5%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	22	-	-	604	1900:1900	716+292	59.9 : 59.9%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	22	-	-	666	1900:1900	716+128	78.9 : 78.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	29	-	-	927	1900	934	99.2%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	29	-	-	1537	1900:1900	934+595	100.5 : 100.5%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	12	-	-	673	1900:1900	214+405	108.7 : 108.7%
6/1	S Circ Ahead Left	U	1	N/A	G		1	26	-	-	835	1900	841	96.1%
6/2	S Circ Ahead	U	1	N/A	G		1	26	-	-	671	1900	841	78.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	26	-	-	672	1900	841	78.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	24	-	-	309	1900	779	39.7%
7/2	Cut Thru Ahead	U	1	N/A	I		1	24	-	-	289	1900	779	37.1%

Detailed Input Data And Results

8/1	E Circ Right Ahead	U	1	N/A	E		1	30	-	-	342	1900	966	32.6%
8/2	E Circ Right	U	1	N/A	E		1	30	-	-	233	1900	966	22.2%
9/1	N Circ Ahead	U	1	N/A	C		1	39	-	-	851	1900	1246	68.3%
9/2	N Circ Right Ahead	U	1	N/A	C		1	39	-	-	1040	1900	1246	83.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	44	-	-	906	1900	1402	64.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	44	-	-	1083	1900	1402	76.7%
11/1	W Circ Right Ahead	U	1	N/A	A		1	21	-	-	661	1900	716	92.3%
11/2	W Circ Right	U	1	N/A	A		1	21	-	-	101	1900	685	14.7%
12/1	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	287	1900	1246	23.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	884	1900	1246	70.2%
12/3	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	792	1900	1246	62.8%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	737	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	669	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	652	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	2	5	0	40.0	80.8	0.0	120.7	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	2	5	0	40.0	80.8	0.0	120.7	-	-	-	-	A52/ Bardills Island
1/1	493	493	-	-	-	2.7	2.4	-	5.1	36.9	7.7	2.4	10.0	1/1
1/2+1/3	1104	1104	-	-	-	6.3	6.0	-	12.3	40.0	9.0	6.0	15.1	1/2+1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	8.6	0.0	0.0	0.0	2/1
3/2+3/1	604	604	-	-	-	2.5	0.7	-	3.2	19.1	5.8	0.7	6.6	3/2+3/1
3/3+3/4	666	666	-	-	-	3.0	1.8	-	4.8	26.1	8.5	1.8	10.3	3/3+3/4
4/1	927	927	-	-	-	4.0	13.5	-	17.4	67.7	15.4	13.5	28.9	4/1
4/2+4/3	1537	1532	-	-	-	6.1	21.6	-	27.7	64.8	16.0	21.6	37.6	4/2+4/3
5/2+5/1	673	619	-	-	-	5.4	32.1	-	37.4	200.3	9.4	32.1	41.4	5/2+5/1
6/1	808	808	-	-	-	1.4	0.0	-	1.4	6.3	7.8	0.0	7.8	6/1
6/2	662	662	-	-	-	0.5	0.0	-	0.5	3.0	2.3	0.0	2.3	6/2
6/3	663	663	-	-	-	0.6	0.0	-	0.6	3.0	2.3	0.0	2.3	6/3
7/1	309	309	-	-	-	1.3	0.0	-	1.3	14.9	5.2	0.0	5.2	7/1
7/2	289	289	-	-	-	1.3	0.0	-	1.3	15.9	4.9	0.0	4.9	7/2
8/1	315	315	-	-	-	0.2	0.0	-	0.2	2.4	0.4	0.0	0.4	8/1
8/2	214	214	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	8/2
9/1	851	851	-	-	-	0.6	0.0	-	0.6	2.4	3.8	0.0	3.8	9/1
9/2	1035	1035	-	-	-	0.4	0.0	-	0.4	1.6	1.9	0.0	1.9	9/2
10/1	902	902	-	-	-	0.1	0.9	-	1.0	4.1	0.9	0.9	1.8	10/1
10/2	1075	1075	-	-	-	0.1	1.6	-	1.7	5.8	0.7	1.6	2.4	10/2
11/1	661	661	-	-	-	0.9	0.0	-	0.9	4.7	3.5	0.0	3.5	11/1

Detailed Input Data And Results

11/2	101	101	-	-	-	0.0	0.0	-	0.0	1.5	0.1	0.0	0.1	11/2
12/1	287	287	-	-	-	0.8	0.1	-	0.9	11.7	2.8	0.1	2.9	12/1
12/2	875	875	-	-	-	1.0	0.0	-	1.0	3.9	3.6	0.0	3.6	12/2
12/3	783	783	-	-	-	1.0	0.0	-	1.0	4.4	3.6	0.0	3.6	12/3
13/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 Bardills Stream: 1 PRC for Signalled Lanes (%): -20.7 C1 - A52 / B6003 Bardills Stream: 2 PRC for Signalled Lanes (%): 28.2 C1 - A52 / B6003 Bardills Stream: 3 PRC for Signalled Lanes (%): 17.4 PRC Over All Lanes (%): -20.7 Total Delay for Signalled Lanes (pcuHr): 115.10 Total Delay for Signalled Lanes (pcuHr): 2.85 Total Delay for Signalled Lanes (pcuHr): 2.76 Total Delay Over All Lanes(pcuHr): 120.73 Cycle Time (s): 61 Cycle Time (s): 61 Cycle Time (s): 61														

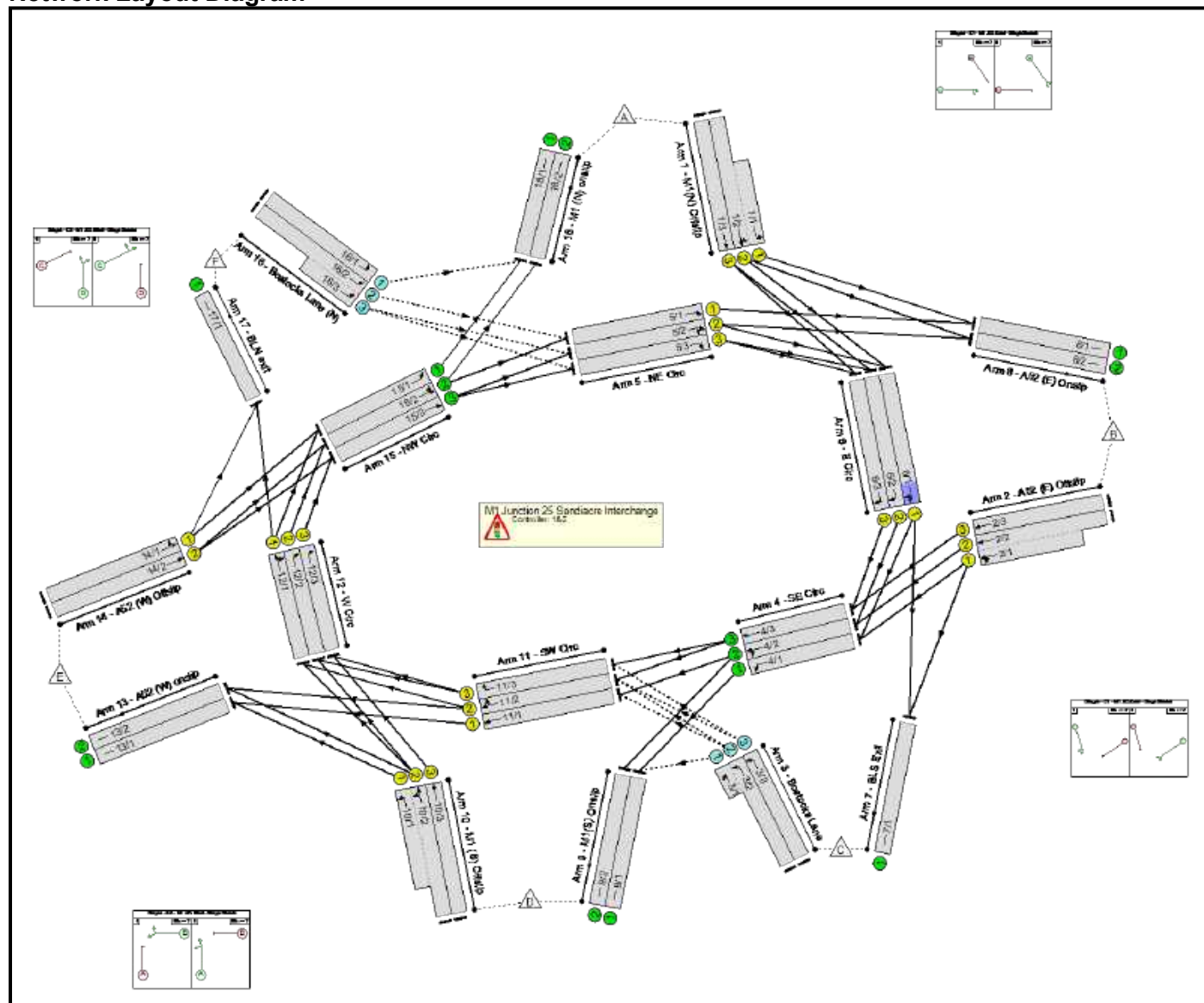
Detailed Input Data And Results

Detailed Input Data And Results

User and Project Details

Project:	
Title:	M1 Junction 25 Sandiacre Interchange
Location:	
Additional detail:	Existing Network
File name:	M1 Junction 25.lsg3x
Author:	al
Company:	
Address:	
Linsig Version:	3, 3, 2, 0

Network Layout Diagram

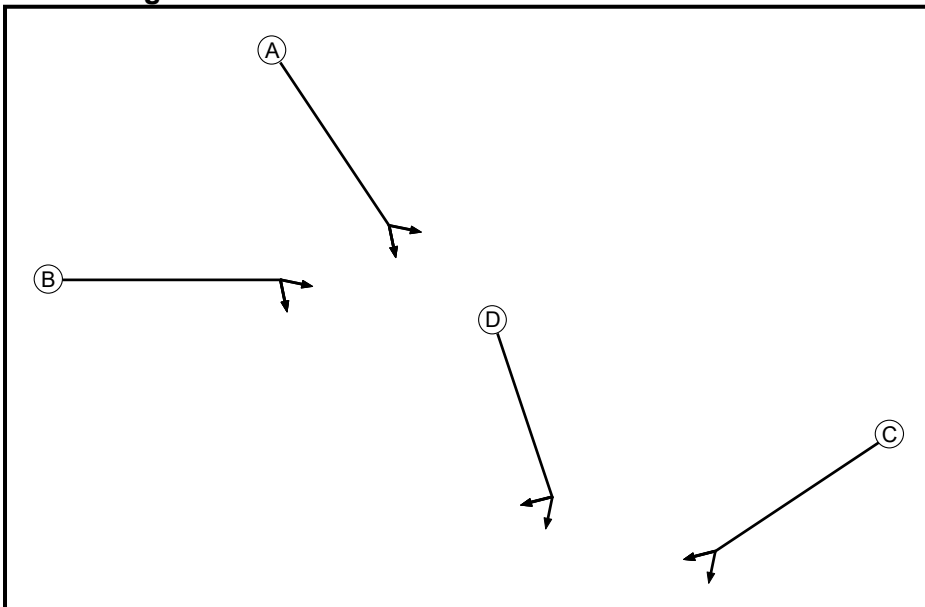


Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	1	2025 AM Base	1	08:00 - 09:00	65/65	-3.5	96.11
2	2	2025 PM Base	1	17:00 - 18:00	60/60	-4.2	65.45
3	3	2028 AM Base	1	08:00 - 09:00	65/65	-12.8	116.83
4	4	2028 PM Base	1	17:00 - 18:00	60/60	-5.1	72.09
5	5	2041 AM Base	1	08:00 - 09:00	65/65	-35.7	220.35
6	6	2041 PM Base	1	17:00 - 18:00	60/60	-14.2	117.25
7	7	2028 AM Base + Dev	1	08:00 - 09:00	65/65	-14.4	122.35
8	8	2028 PM Base + Dev	1	17:00 - 18:00	60/60	-7.0	75.65
9	9	2041 AM Base + Dev	1	08:00 - 09:00	65/65	-37.3	230.23
10	10	2041 PM Base + Dev	1	17:00 - 18:00	60/60	-16.1	126.81
11	11	2028 AM Base SENS	1	08:00 - 09:00	65/65	-13.9	120.23
12	12	2028 PM Base SENS	1	17:00 - 18:00	60/60	-6.0	74.29
13	13	2041 AM Base SENS	1	08:00 - 09:00	65/65	-37.0	220.18
14	14	2041 PM Base SENS	1	17:00 - 18:00	60/60	-14.9	124.01
15	15	2028 AM Base SENS + Dev	1	08:00 - 09:00	65/65	-15.6	126.92
16	16	2028 PM Base SENS + Dev	1	17:00 - 18:00	60/60	-7.9	78.28
17	17	2041 AM Base SENS + Dev	1	08:00 - 09:00	65/65	-38.6	232.41
18	18	2041 PM Base SENS + Dev	1	17:00 - 18:00	60/60	-16.7	133.51

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - M1 J25 East	Sms	7300	Stage Stream 1	2	2	M1 Junction 25 Sandiacre Interchange	
			Stage Stream 2	2	2		
C2 - M1 J25 West	Sms	7301	Stage Stream 1	2	2	M1 Junction 25 Sandiacre Interchange	
			Stage Stream 2	2	2		

Controller :C1 - M1 J25 East**Phase Diagram****Phase Input Data**

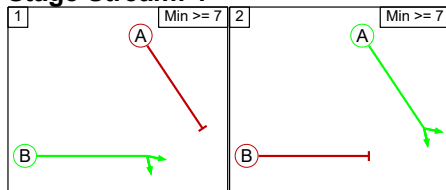
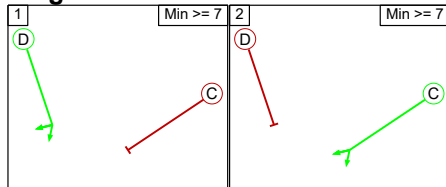
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

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

Phases in Stage

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

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					

Prohibited Stage Change**Stage Stream: 1**

From Stage	To Stage	
	1	2
	1	6
	2	6

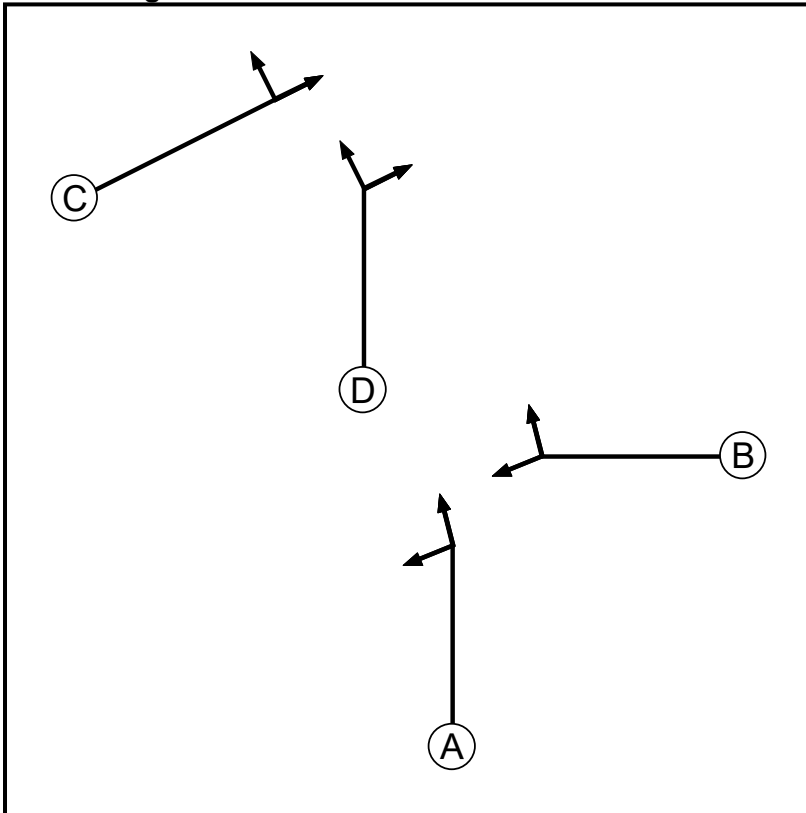
Detailed Input Data And Results

Stage Stream: 2

From Stage	To Stage		
		1	2
	1		5
	2	6	

Controller :C2 - M1 J25 West

Phase Diagram



Phase Input Data

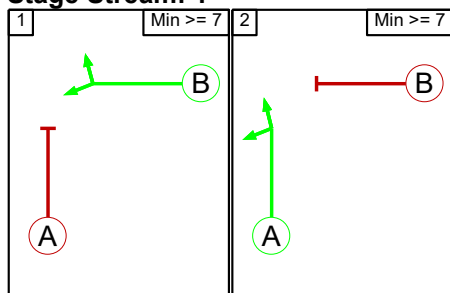
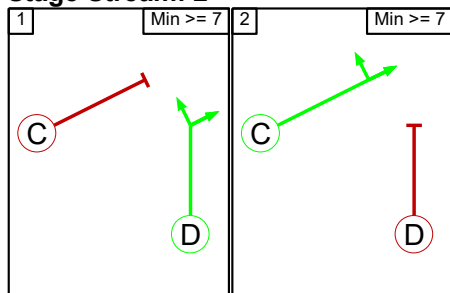
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

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

Phases in Stage

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

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					

Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage		
		1	2
	1		6
	2	6	

Stage Stream: 2

From Stage	To Stage		
		1	2
	1		5
	2	6	

Lane Input Data

Detailed Input Data And Results

Junction: M1 Junction 25 Sandiacre Interchange												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (M1(N) Offslip)	U	A	2	3	8.2	User	1900	-	-	-	-	-
1/2 (M1(N) Offslip)	U	A	2	3	116.5	User	1900	-	-	-	-	-
1/3 (M1(N) Offslip)	U	A	2	3	53.9	User	1900	-	-	-	-	-
2/1 (A52 (E) Offslip)	U	C	2	3	14.8	User	1900	-	-	-	-	-
2/2 (A52 (E) Offslip)	U	C	2	3	64.3	User	1900	-	-	-	-	-
2/3 (A52 (E) Offslip)	U	C	2	3	40.0	User	1900	-	-	-	-	-
3/1 (Bostocks Lane)	O		2	3	3.1	User	1800	-	-	-	-	-
3/2 (Bostocks Lane)	O		2	3	60.0	User	1800	-	-	-	-	-
3/3 (Bostocks Lane)	O		2	3	32.2	User	1800	-	-	-	-	-
4/1 (SE Circ)	U		2	3	15.7	Inf	-	-	-	-	-	-
4/2 (SE Circ)	U		2	3	15.7	Inf	-	-	-	-	-	-
4/3 (SE Circ)	U		2	3	15.7	Inf	-	-	-	-	-	-
5/1 (NE Circ)	U	B	2	3	27.0	User	1900	-	-	-	-	-
5/2 (NE Circ)	U	B	2	3	27.0	User	1900	-	-	-	-	-
5/3 (NE Circ)	U	B	2	3	27.0	User	1900	-	-	-	-	-
6/1 (E Circ)	U	D	2	3	21.9	User	1900	-	-	-	-	-
6/2 (E Circ)	U	D	2	3	21.9	User	1900	-	-	-	-	-
6/3 (E Circ)	U	D	2	3	21.9	User	1900	-	-	-	-	-
7/1 (BLS Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Detailed Input Data And Results

8/1 (A52 (E) Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (A52 (E) Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (M1(S) Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (M1(S) Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (M1 (S) Offslip)	U	A	2	3	9.7	User	1900	-	-	-	-	-
10/2 (M1 (S) Offslip)	U	A	2	3	81.7	User	1900	-	-	-	-	-
10/3 (M1 (S) Offslip)	U	A	2	3	66.1	User	1900	-	-	-	-	-
11/1 (SW Circ)	U	B	2	3	27.0	User	1900	-	-	-	-	-
11/2 (SW Circ)	U	B	2	3	27.0	User	1900	-	-	-	-	-
11/3 (SW Circ)	U	B	2	3	27.0	User	1900	-	-	-	-	-
12/1 (W Circ)	U	D	2	3	21.7	User	1900	-	-	-	-	-
12/2 (W Circ)	U	D	2	3	21.7	User	1900	-	-	-	-	-
12/3 (W Circ)	U	D	2	3	21.7	User	1900	-	-	-	-	-
13/1 (A52 (W) onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (A52 (W) onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (A52 (W) Offslip)	U	C	2	3	78.3	User	1900	-	-	-	-	-
14/2 (A52 (W) Offslip)	U	C	2	3	60.9	User	1900	-	-	-	-	-
15/1 (NW Circ)	U		2	3	13.9	Inf	-	-	-	-	-	-
15/2 (NW Circ)	U		2	3	13.9	Inf	-	-	-	-	-	-
15/3 (NW Circ)	U		2	3	13.9	Inf	-	-	-	-	-	-
16/1 (Bostocks Lane (N))	O		2	3	7.8	User	1800	-	-	-	-	-

Detailed Input Data And Results

16/2 (Bostocks Lane (N))	O		2	3	80.0	User	1800	-	-	-	-	-
16/3 (Bostocks Lane (N))	O		2	3	6.1	User	1800	-	-	-	-	-
17/1 (BLN exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
18/1 (M1 (N) onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
18/2 (M1 (N) onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: M1 Junction 25 Sandiacre Interchange											
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)
3/1 (Bostocks Lane)	9/1 (U-Turn)	1024	0	4/1	0.23	All	-	-	-	-	-
3/2 (Bostocks Lane)	11/1 (Left)	1024	0	4/1	0.23	All	-	-	-	-	-
				4/2	0.23	All					
	11/2 (Left)	1024	0	4/1	0.23	All					
				4/2	0.23	All					
3/3 (Bostocks Lane)	11/2 (Left)	1024	0	4/1	0.23	All	-	-	-	-	-
				4/2	0.23	All					
				4/3	0.23	All					
	11/3 (Left)	1024	0	4/1	0.23	All					
				4/2	0.23	All					
				4/3	0.23	All					
16/1 (Bostocks Lane (N))	18/1 (Left)	922	0	15/1	0.21	All	-	-	-	-	-
16/2 (Bostocks Lane (N))	5/1 (Left)	922	0	15/1	0.21	All	-	-	-	-	-
				15/2	0.21	All					
16/3 (Bostocks Lane (N))	5/2 (Left)	922	0	15/1	0.21	All	-	-	-	-	-
				15/2	0.21	All					
				15/3	0.21	All					
	5/3 (Left)	922	0	15/1	0.21	All					
				15/2	0.21	All					
				15/3	0.21	All					

Detailed Input Data And Results

Junction: M1 Junction 25 Sandiacre Interchange				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	8/1	Internal	3	35
1/2	6/1	Internal	11	35
1/2	8/2	Internal	3	35
1/3	6/2	Internal	11	35
1/3	6/3	Internal	11	35
2/1	4/1	Internal	7	35
2/1	7/1	Internal	3	35
2/2	4/2	Internal	7	35
2/3	4/3	Internal	7	35
3/1	9/1	Internal	3	35
3/2	11/1	Internal	12	35
3/2	11/2	Internal	12	35
3/3	11/2	Internal	12	35
3/3	11/3	Internal	12	35
4/1	9/1	Internal	3	35
4/2	9/2	Internal	3	35
4/2	11/1	Internal	12	35
4/3	11/2	Internal	12	35
4/3	11/3	Internal	12	35
5/1	8/1	Internal	3	35
5/2	6/1	Internal	11	35
5/2	8/2	Internal	3	35
5/3	6/2	Internal	11	35
5/3	6/3	Internal	11	35
6/1	4/1	Internal	7	35
6/1	7/1	Internal	3	35
6/2	4/2	Internal	7	35
6/3	4/3	Internal	7	35
10/1	13/1	Internal	3	35
10/2	12/1	Internal	10	35
10/2	12/2	Internal	10	35
10/2	13/2	Internal	3	35
10/3	12/3	Internal	10	35
11/1	13/1	Internal	5	35
11/2	12/1	Internal	10	35
11/2	13/2	Internal	5	35
11/3	12/2	Internal	10	35

Detailed Input Data And Results

11/3	12/3	Internal	10	35
12/1	15/1	Internal	7	35
12/1	17/1	Internal	3	35
12/2	15/2	Internal	7	35
12/3	15/3	Internal	7	35
14/1	15/1	Internal	7	35
14/1	17/1	Internal	3	35
14/2	15/2	Internal	7	35
14/2	15/3	Internal	7	35
15/1	18/1	Internal	3	35
15/2	5/1	Internal	14	35
15/2	18/2	Internal	3	35
15/3	5/2	Internal	14	35
15/3	5/3	Internal	14	35
16/1	18/1	Internal	3	35
16/2	5/1	Internal	14	35
16/3	5/2	Internal	14	35
16/3	5/3	Internal	14	35

Scenario 1: '1' (FG1: '2025 AM Base', Plan 1: '1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Detailed Input Data And Results

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2' (FG2: '2025 PM Base', Plan 1: '1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Detailed Input Data And Results

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '3' (FG3: '2028 AM Base', Plan 1: '1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '4' (FG4: '2028 PM Base', Plan 1: '1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Detailed Input Data And Results

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '5' (FG5: '2041 AM Base', Plan 1: '1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Detailed Input Data And Results

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '6' (FG6: '2041 PM Base', Plan 1: '1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Detailed Input Data And Results

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '7' (FG7: '2028 AM Base + Dev', Plan 1: '1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Detailed Input Data And Results

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '8' (FG8: '2028 PM Base + Dev', Plan 1: '1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Detailed Input Data And Results

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Scenario 9: '9' (FG9: '2041 AM Base + Dev', Plan 1: '1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Detailed Input Data And Results

Bonus Green Times

No Bonus Greens are defined For Scenario 9

Scenario 10: '10' (FG10: '2041 PM Base + Dev', Plan 1: '1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 10

Scenario 11: '11' (FG11: '2028 AM Base SENS', Plan 1: '1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 11

Scenario 12: '12' (FG12: '2028 PM Base SENS', Plan 1: '1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 12

Scenario 13: '13' (FG13: '2041 AM Base SENS', Plan 1: '1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 13

Scenario 14: '14' (FG14: '2041 PM Base SENS', Plan 1: '1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 14

Scenario 15: '15' (FG15: '2028 AM Base SENS + Dev', Plan 1: '1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 15

Scenario 16: '16' (FG16: '2028 PM Base SENS + Dev', Plan 1: '1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 16

Scenario 17: '17' (FG17: '2041 AM Base SENS + Dev', Plan 1: '1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 17

Scenario 18: '18' (FG18: '2041 PM Base SENS + Dev', Plan 1: '1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 18

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM Base'	08:00	09:00	01:00	
2: '2025 PM Base'	17:00	18:00	01:00	
3: '2028 AM Base'	08:00	09:00	01:00	
4: '2028 PM Base'	17:00	18:00	01:00	
5: '2041 AM Base'	08:00	09:00	01:00	
6: '2041 PM Base'	17:00	18:00	01:00	
7: '2028 AM Base + Dev'	08:00	09:00	01:00	
8: '2028 PM Base + Dev'	17:00	18:00	01:00	
9: '2041 AM Base + Dev'	08:00	09:00	01:00	
10: '2041 PM Base + Dev'	17:00	18:00	01:00	
11: '2028 AM Base SENS'	08:00	09:00	01:00	
12: '2028 PM Base SENS'	17:00	18:00	01:00	
13: '2041 AM Base SENS'	08:00	09:00	01:00	
14: '2041 PM Base SENS'	17:00	18:00	01:00	
15: '2028 AM Base SENS + Dev'	08:00	09:00	01:00	
16: '2028 PM Base SENS + Dev'	17:00	18:00	01:00	
17: '2041 AM Base SENS + Dev'	08:00	09:00	01:00	
18: '2041 PM Base SENS + Dev'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2025 AM Base'

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	348	318	1	658	132	1457
	B	220	2	182	538	0	81	1023
	C	316	175	0	252	215	38	996
	D	0	494	146	0	324	261	1225
	E	533	2	214	353	0	101	1203
	F	148	87	51	282	45	0	613
	Tot.	1217	1108	911	1426	1242	613	6517

FG2: '2025 PM Base'

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	279	348	1	423	136	1187
	B	274	0	248	446	0	81	1049
	C	241	160	0	167	215	65	848
	D	49	362	116	0	51	242	820
	E	833	2	209	252	0	101	1397
	F	139	51	18	192	26	0	426
	Tot.	1536	854	939	1058	715	625	5727

Detailed Input Data And Results

FG3: '2028 AM Base'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	361	330	1	683	137	1512
	B	228	2	189	559	0	84	1062
	C	328	182	0	262	223	39	1034
	D	0	513	152	0	336	271	1272
	E	553	2	222	366	0	105	1248
	F	154	90	53	293	47	0	637
	Tot.	1263	1150	946	1481	1289	636	6765

FG4: '2028 PM Base'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	287	358	1	435	140	1221
	B	282	0	255	459	0	83	1079
	C	248	165	0	172	221	67	873
	D	50	373	119	0	53	249	844
	E	858	2	215	259	0	104	1438
	F	143	53	19	198	27	0	440
	Tot.	1581	880	966	1089	736	643	5895

FG5: '2041 AM Base'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	390	357	1	738	148	1634
	B	247	2	204	603	0	91	1147
	C	354	196	0	283	241	43	1117
	D	0	554	164	0	363	293	1374
	E	598	2	240	396	0	113	1349
	F	166	98	57	316	50	0	687
	Tot.	1365	1242	1022	1599	1392	688	7308

Detailed Input Data And Results

FG6: '2041 PM Base'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	312	389	1	473	152	1327
	B	306	0	277	498	0	90	1171
	C	269	179	0	187	240	73	948
	D	55	404	130	0	57	270	916
	E	931	2	233	282	0	113	1561
	F	155	57	20	215	29	0	476
	Tot.	1716	954	1049	1183	799	698	6399

FG7: '2028 AM Base + Dev'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	365	330	1	683	137	1516
	B	248	2	191	578	16	85	1120
	C	328	182	0	262	223	39	1034
	D	0	517	152	0	336	271	1276
	E	553	5	222	366	0	105	1251
	F	154	90	53	293	47	0	637
	Tot.	1283	1161	948	1500	1305	637	6834

FG8: '2028 PM Base + Dev'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	302	358	1	435	140	1236
	B	288	0	256	465	5	84	1098
	C	248	166	0	172	221	67	874
	D	50	388	119	0	53	249	859
	E	858	15	215	259	0	104	1451
	F	143	53	19	198	27	0	440
	Tot.	1587	924	967	1095	741	644	5958

Detailed Input Data And Results

FG9: '2041 AM Base + Dev'

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	394	357	1	738	148	1638
	B	266	2	206	623	16	92	1205
	C	354	197	0	283	241	43	1118
	D	0	558	164	0	363	293	1378
	E	598	6	240	396	0	113	1353
	F	166	98	57	316	50	0	687
	Tot.	1384	1255	1024	1619	1408	689	7379

FG10: '2041 PM Base + Dev'

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	326	389	1	473	152	1341
	B	312	0	278	504	5	91	1190
	C	269	180	0	187	240	73	949
	D	55	420	130	0	57	270	932
	E	931	15	233	282	0	113	1574
	F	155	58	20	215	29	0	477
	Tot.	1722	999	1050	1189	804	699	6463

FG11: '2028 AM Base SENS'

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	364	330	1	683	137	1515
	B	241	2	190	572	11	85	1101
	C	328	182	0	262	223	39	1034
	D	0	516	152	0	336	271	1275
	E	553	4	222	366	0	105	1250
	F	154	90	53	293	47	0	637
	Tot.	1276	1158	947	1494	1300	637	6812

Detailed Input Data And Results

FG12: '2028 PM Base SENS'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	297	358	1	435	140	1231
	B	286	0	256	463	3	84	1092
	C	248	166	0	172	221	67	874
	D	50	383	119	0	53	249	854
	E	858	10	215	259	0	104	1446
	F	143	53	19	198	27	0	440
	Tot.	1585	909	967	1093	739	644	5937

FG13: '2041 AM Base SENS'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	393	357	1	738	148	1637
	B	260	2	206	617	11	91	1187
	C	354	197	0	283	241	43	1118
	D	0	557	164	0	363	293	1377
	E	598	4	240	396	0	113	1351
	F	166	98	57	316	50	0	687
	Tot.	1378	1251	1024	1613	1403	688	7357

FG14: '2041 PM Base SENS'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	322	389	1	473	152	1337
	B	310	0	278	502	3	91	1184
	C	269	180	0	187	240	73	949
	D	55	415	130	0	57	270	927
	E	931	11	233	282	0	113	1570
	F	155	57	20	215	29	0	476
	Tot.	1720	985	1050	1187	802	699	6443

Detailed Input Data And Results

FG15: '2028 AM Base SENS + Dev'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	368	330	1	683	137	1519
	B	261	2	193	592	27	85	1160
	C	328	182	0	262	223	39	1034
	D	0	520	152	0	336	271	1279
	E	553	8	222	366	0	105	1254
	F	154	91	53	293	47	0	638
	Tot.	1296	1171	950	1514	1316	637	6884

FG16: '2028 PM Base SENS + Dev'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	312	358	1	435	140	1246
	B	292	0	256	469	8	84	1109
	C	248	168	0	172	221	67	876
	D	50	398	119	0	53	249	869
	E	858	23	215	259	0	104	1459
	F	143	54	19	198	27	0	441
	Tot.	1591	955	967	1099	744	644	6000

FG17: '2041 AM Base SENS + Dev'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	397	357	1	738	148	1641
	B	279	2	208	637	27	92	1245
	C	354	197	0	283	241	43	1118
	D	0	561	164	0	363	293	1381
	E	598	8	240	396	0	113	1355
	F	166	98	57	316	50	0	687
	Tot.	1397	1263	1026	1633	1419	689	7427

Detailed Input Data And Results

FG18: '2041 PM Base SENS + Dev'

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	336	389	1	473	152	1351
	B	316	0	278	508	8	91	1201
	C	269	182	0	187	240	73	951
	D	55	430	130	0	57	270	942
	E	931	23	233	282	0	113	1582
	F	155	58	20	215	29	0	477
	Tot.	1726	1029	1050	1193	807	699	6504

Scenario 1: '1' (FG1: '2025 AM Base', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	348	318	1	658	132	1457
	B	220	2	182	538	0	81	1023
	C	316	175	0	252	215	38	996
	D	0	494	146	0	324	261	1225
	E	533	2	214	353	0	101	1203
	F	148	87	51	282	45	0	613
	Tot.	1217	1108	911	1426	1242	613	6517

Traffic Flows, Difference

Difference :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 2: '2' (FG2: '2025 PM Base', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	279	348	1	423	136	1187
	B	274	0	248	446	0	81	1049
	C	241	160	0	167	215	65	848
	D	49	362	116	0	51	242	820
	E	833	2	209	252	0	101	1397
	F	139	51	18	192	26	0	426
	Tot.	1536	854	939	1058	715	625	5727

Traffic Flows, Difference

Difference :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 3: '3' (FG3: '2028 AM Base', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	361	330	1	683	137	1512
	B	228	2	189	559	0	84	1062
	C	328	182	0	262	223	39	1034
	D	0	513	152	0	336	271	1272
	E	553	2	222	366	0	105	1248
	F	154	90	53	293	47	0	637
	Tot.	1263	1150	946	1481	1289	636	6765

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 4: '4' (FG4: '2028 PM Base', Plan 1: '1')**Traffic Flows, Actual****Actual Flow :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	287	358	1	435	140	1221
	B	282	0	255	459	0	83	1079
	C	248	165	0	172	221	67	873
	D	50	373	119	0	53	249	844
	E	858	2	215	259	0	104	1438
	F	143	53	19	198	27	0	440
	Tot.	1581	880	966	1089	736	643	5895

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 5: '5' (FG5: '2041 AM Base', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	390	357	1	738	148	1634
	B	247	2	204	603	0	91	1147
	C	354	196	0	283	241	43	1117
	D	0	554	164	0	363	293	1374
	E	598	2	240	396	0	113	1349
	F	166	98	57	316	50	0	687
	Tot.	1365	1242	1022	1599	1392	688	7308

Traffic Flows, Difference

Difference :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 6: '6' (FG6: '2041 PM Base', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	312	389	1	473	152	1327
	B	306	0	277	498	0	90	1171
	C	269	179	0	187	240	73	948
	D	55	404	130	0	57	270	916
	E	931	2	233	282	0	113	1561
	F	155	57	20	215	29	0	476
	Tot.	1716	954	1049	1183	799	698	6399

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 7: '7' (FG7: '2028 AM Base + Dev', Plan 1: '1')**Traffic Flows, Actual****Actual Flow :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	365	330	1	683	137	1516
	B	248	2	191	578	16	85	1120
	C	328	182	0	262	223	39	1034
	D	0	517	152	0	336	271	1276
	E	553	5	222	366	0	105	1251
	F	154	90	53	293	47	0	637
	Tot.	1283	1161	948	1500	1305	637	6834

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 8: '8' (FG8: '2028 PM Base + Dev', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	302	358	1	435	140	1236
	B	288	0	256	465	5	84	1098
	C	248	166	0	172	221	67	874
	D	50	388	119	0	53	249	859
	E	858	15	215	259	0	104	1451
	F	143	53	19	198	27	0	440
	Tot.	1587	924	967	1095	741	644	5958

Traffic Flows, Difference

Difference :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 9: '9' (FG9: '2041 AM Base + Dev', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	394	357	1	738	148	1638
	B	266	2	206	623	16	92	1205
	C	354	197	0	283	241	43	1118
	D	0	558	164	0	363	293	1378
	E	598	6	240	396	0	113	1353
	F	166	98	57	316	50	0	687
	Tot.	1384	1255	1024	1619	1408	689	7379

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 10: '10' (FG10: '2041 PM Base + Dev', Plan 1: '1')**Traffic Flows, Actual****Actual Flow :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	326	389	1	473	152	1341
	B	312	0	278	504	5	91	1190
	C	269	180	0	187	240	73	949
	D	55	420	130	0	57	270	932
	E	931	15	233	282	0	113	1574
	F	155	58	20	215	29	0	477
	Tot.	1722	999	1050	1189	804	699	6463

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 11: '11' (FG11: '2028 AM Base SENS', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	364	330	1	683	137	1515
	B	241	2	190	572	11	85	1101
	C	328	182	0	262	223	39	1034
	D	0	516	152	0	336	271	1275
	E	553	4	222	366	0	105	1250
	F	154	90	53	293	47	0	637
	Tot.	1276	1158	947	1494	1300	637	6812

Traffic Flows, Difference

Difference :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 12: '12' (FG12: '2028 PM Base SENS', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	297	358	1	435	140	1231
	B	286	0	256	463	3	84	1092
	C	248	166	0	172	221	67	874
	D	50	383	119	0	53	249	854
	E	858	10	215	259	0	104	1446
	F	143	53	19	198	27	0	440
	Tot.	1585	909	967	1093	739	644	5937

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 13: '13' (FG13: '2041 AM Base SENS', Plan 1: '1')**Traffic Flows, Actual****Actual Flow :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	393	357	1	738	148	1637
	B	260	2	206	617	11	91	1187
	C	354	197	0	283	241	43	1118
	D	0	557	164	0	363	293	1377
	E	598	4	240	396	0	113	1351
	F	166	98	57	316	50	0	687
	Tot.	1378	1251	1024	1613	1403	688	7357

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 14: '14' (FG14: '2041 PM Base SENS', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	322	389	1	473	152	1337
	B	310	0	278	502	3	91	1184
	C	269	180	0	187	240	73	949
	D	55	415	130	0	57	270	927
	E	931	11	233	282	0	113	1570
	F	155	57	20	215	29	0	476
	Tot.	1720	985	1050	1187	802	699	6443

Traffic Flows, Difference

Difference :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 15: '15' (FG15: '2028 AM Base SENS + Dev', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	368	330	1	683	137	1519
	B	261	2	193	592	27	85	1160
	C	328	182	0	262	223	39	1034
	D	0	520	152	0	336	271	1279
	E	553	8	222	366	0	105	1254
	F	154	91	53	293	47	0	638
	Tot.	1296	1171	950	1514	1316	637	6884

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 16: '16' (FG16: '2028 PM Base SENS + Dev', Plan 1: '1')**Traffic Flows, Actual****Actual Flow :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	312	358	1	435	140	1246
	B	292	0	256	469	8	84	1109
	C	248	168	0	172	221	67	876
	D	50	398	119	0	53	249	869
	E	858	23	215	259	0	104	1459
	F	143	54	19	198	27	0	441
	Tot.	1591	955	967	1099	744	644	6000

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 17: '17' (FG17: '2041 AM Base SENS + Dev', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	397	357	1	738	148	1641
	B	279	2	208	637	27	92	1245
	C	354	197	0	283	241	43	1118
	D	0	561	164	0	363	293	1381
	E	598	8	240	396	0	113	1355
	F	166	98	57	316	50	0	687
	Tot.	1397	1263	1026	1633	1419	689	7427

Traffic Flows, Difference

Difference :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 18: '18' (FG18: '2041 PM Base SENS + Dev', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	336	389	1	473	152	1351
	B	316	0	278	508	8	91	1201
	C	269	182	0	187	240	73	951
	D	55	430	130	0	57	270	942
	E	931	23	233	282	0	113	1582
	F	155	58	20	215	29	0	477
	Tot.	1726	1029	1050	1193	807	699	6504

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Traffic Lane Flows

Detailed Input Data And Results

Lane	Scenario 1: 1	Scenario 2: 2	Scenario 3: 3	Scenario 4: 4	Scenario 5: 5	Scenario 6: 6
Junction: M1 Junction 25 Sandiacre Interchange						
1/1 (short)	327	279	345	287	373	312
1/2 (with short)	667(In) 340(Out)	628(In) 349(Out)	692(In) 347(Out)	646(In) 359(Out)	748(In) 375(Out)	702(In) 390(Out)
1/3	790	559	820	575	886	625
2/1 (short)	360	347	374	357	404	388
2/2 (with short)	720(In) 360(Out)	694(In) 347(Out)	748(In) 374(Out)	714(In) 357(Out)	807(In) 403(Out)	775(In) 387(Out)
2/3	303	355	314	365	340	396
3/1 (short)	252	167	262	172	283	187
3/2 (with short)	715(In) 463(Out)	646(In) 479(Out)	676(In) 414(Out)	635(In) 463(Out)	751(In) 468(Out)	681(In) 494(Out)
3/3	281	202	358	238	366	267
4/1	179	100	215	109	204	118
4/2	1389	1237	1338	1093	1497	1186
4/3	744	494	847	682	891	742
5/1	478	282	555	322	553	344
5/2	693	636	690	630	763	687
5/3	680	470	677	478	759	520
6/1	730	692	787	718	822	779
6/2	1029	890	964	736	1094	799
6/3	441	139	533	317	551	346
7/1	911	939	946	966	1022	1049
8/1	805	561	900	609	926	656
8/2	303	293	250	271	316	298
9/1	431	267	477	281	487	305
9/2	995	791	1004	808	1112	878
10/1 (short)	317	51	330	53	312	57
10/2 (with short)	807(In) 490(Out)	440(In) 389(Out)	886(In) 556(Out)	455(In) 402(Out)	911(In) 599(Out)	489(In) 432(Out)
10/3	418	380	386	389	463	427
11/1	609	661	557	506	626	548
11/2	835	509	808	718	869	733
11/3	438	451	588	444	615	530
12/1	787	748	683	790	759	809
12/2	651	569	867	596	870	691
12/3	427	409	386	390	463	428
13/1	926	712	887	559	938	605
13/2	316	3	402	177	454	194
14/1	604	684	624	719	675	780
14/2	599	713	624	719	674	781

Detailed Input Data And Results

15/1	778	807	671	866	746	891
15/2	683	821	903	841	908	957
15/3	994	870	974	864	1099	943
16/1	148	139	154	143	166	155
16/2 (with short)	465(In) 86(Out)	287(In) 51(Out)	483(In) 90(Out)	297(In) 53(Out)	521(In) 98(Out)	321(In) 57(Out)
16/3 (short)	379	236	393	244	423	264
17/1	613	625	636	643	688	698
18/1	926	946	825	1009	912	1046
18/2	291	590	438	572	453	670

Detailed Input Data And Results

Lane	Scenario 7: 7	Scenario 8: 8	Scenario 9: 9	Scenario 10: 10	Scenario 11: 11	Scenario 12: 12
Junction: M1 Junction 25 Sandiacre Interchange						
1/1 (short)	349	302	377	326	347	297
1/2 (with short)	696(In) 347(Out)	661(In) 359(Out)	752(In) 375(Out)	716(In) 390(Out)	695(In) 348(Out)	656(In) 359(Out)
1/3	820	575	886	625	820	575
2/1 (short)	395	364	426	395	386	361
2/2 (with short)	785(In) 390(Out)	726(In) 362(Out)	845(In) 419(Out)	787(In) 392(Out)	773(In) 387(Out)	722(In) 361(Out)
2/3	335	372	360	403	328	370
3/1 (short)	262	172	283	187	262	172
3/2 (with short)	676(In) 414(Out)	635(In) 463(Out)	751(In) 468(Out)	681(In) 494(Out)	682(In) 420(Out)	634(In) 462(Out)
3/3	358	239	367	268	352	240
4/1	234	115	224	124	223	112
4/2	1354	1098	1513	1191	1355	1095
4/3	868	689	911	749	860	689
5/1	558	336	558	359	556	335
5/2	694	645	767	703	691	636
5/3	677	478	759	520	680	478
6/1	787	718	822	779	784	718
6/2	964	736	1094	799	968	734
6/3	533	317	551	346	532	319
7/1	948	967	1024	1050	947	967
8/1	907	638	935	685	903	632
8/2	254	286	320	314	255	277
9/1	496	287	507	311	485	284
9/2	1004	808	1112	878	1009	809
10/1 (short)	330	53	312	57	330	53
10/2 (with short)	886(In) 556(Out)	455(In) 402(Out)	911(In) 599(Out)	489(In) 432(Out)	885(In) 555(Out)	459(In) 406(Out)
10/3	390	404	467	443	390	395
11/1	573	511	642	553	569	507
11/2	829	725	889	740	814	722
11/3	588	445	616	531	595	448
12/1	704	797	779	816	690	793
12/2	867	597	871	692	873	603
12/3	390	405	467	444	390	396
13/1	903	564	954	610	899	560
13/2	402	177	454	194	401	179
14/1	624	719	675	780	625	721

Detailed Input Data And Results

14/2	627	732	678	794	625	725
15/1	691	872	765	897	678	870
15/2	906	855	913	971	910	854
15/3	978	879	1103	959	978	870
16/1	154	143	166	155	154	143
16/2 (with short)	483(In) 90(Out)	297(In) 53(Out)	521(In) 98(Out)	322(In) 58(Out)	483(In) 90(Out)	297(In) 53(Out)
16/3 (short)	393	244	423	264	393	244
17/1	637	644	689	699	637	644
18/1	845	1015	931	1052	832	1013
18/2	438	572	453	670	444	572

Detailed Input Data And Results

Lane	Scenario 13: 13	Scenario 14: 14	Scenario 15: 15	Scenario 16: 16	Scenario 17: 17	Scenario 18: 18
Junction: M1 Junction 25 Sandiacre Interchange						
1/1 (short)	374	322	351	312	378	336
1/2 (with short)	751(In) 377(Out)	712(In) 390(Out)	699(In) 348(Out)	671(In) 359(Out)	755(In) 377(Out)	726(In) 390(Out)
1/3	886	625	820	575	886	625
2/1 (short)	415	391	409	367	435	397
2/2 (with short)	830(In) 415(Out)	783(In) 392(Out)	812(In) 403(Out)	733(In) 366(Out)	868(In) 433(Out)	794(In) 397(Out)
2/3	357	401	348	376	377	407
3/1 (short)	283	187	262	172	283	187
3/2 (with short)	757(In) 474(Out)	681(In) 494(Out)	682(In) 420(Out)	634(In) 462(Out)	757(In) 474(Out)	681(In) 494(Out)
3/3	361	268	352	242	361	270
4/1	211	121	243	118	229	127
4/2	1514	1188	1371	1100	1532	1193
4/3	905	749	880	695	925	755
5/1	570	358	561	351	574	375
5/2	750	695	695	651	754	708
5/3	761	519	680	478	761	519
6/1	820	780	784	718	820	780
6/2	1099	796	968	734	1099	796
6/3	548	348	532	319	548	348
7/1	1024	1050	950	967	1026	1050
8/1	944	680	912	663	952	711
8/2	307	305	259	292	311	318
9/1	494	308	505	290	512	314
9/2	1119	879	1009	809	1121	879
10/1 (short)	340	56	330	53	340	56
10/2 (with short)	925(In) 585(Out)	494(In) 438(Out)	885(In) 555(Out)	459(In) 406(Out)	925(In) 585(Out)	498(In) 442(Out)
10/3	452	433	394	410	456	444
11/1	636	549	585	512	652	554
11/2	877	760	834	728	897	760
11/3	622	511	595	450	622	519
12/1	766	839	710	799	786	839
12/2	891	671	873	605	891	681
12/3	452	435	394	411	456	448
13/1	976	605	915	565	992	610
13/2	427	197	401	179	427	197
14/1	676	784	625	721	676	784

Detailed Input Data And Results

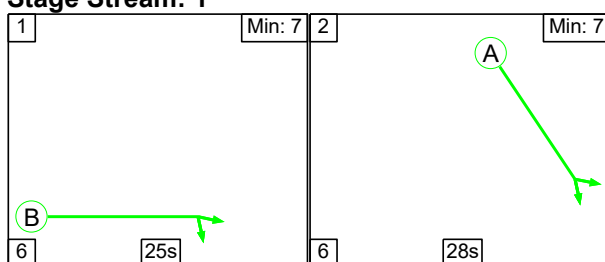
14/2	675	786	629	738	679	798
15/1	754	924	698	876	773	924
15/2	930	942	914	869	934	964
15/3	1088	950	982	885	1092	963
16/1	166	155	154	143	166	155
16/2 (with short)	521(In) 98(Out)	321(In) 57(Out)	484(In) 91(Out)	298(In) 54(Out)	521(In) 98(Out)	322(In) 58(Out)
16/3 (short)	423	264	393	244	423	264
17/1	688	699	637	644	689	699
18/1	920	1079	852	1019	939	1079
18/2	458	641	444	572	458	647

Scenario 1: '1' (FG1: '2025 AM Base', Plan 1: '1')

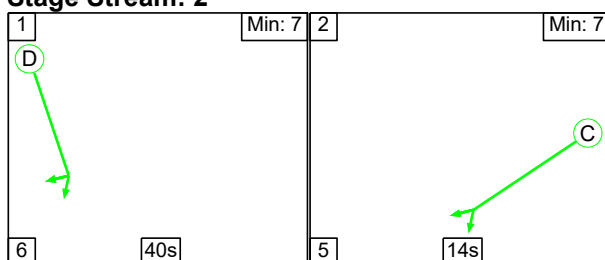
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

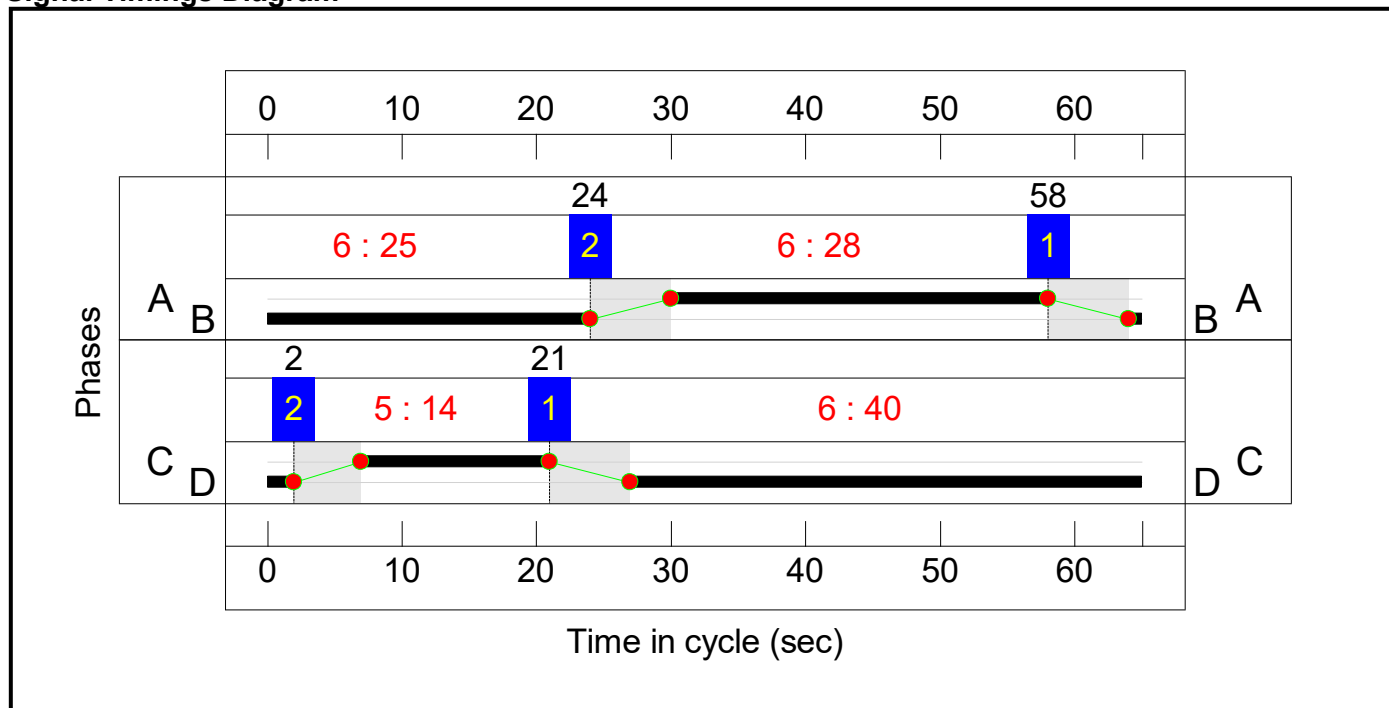
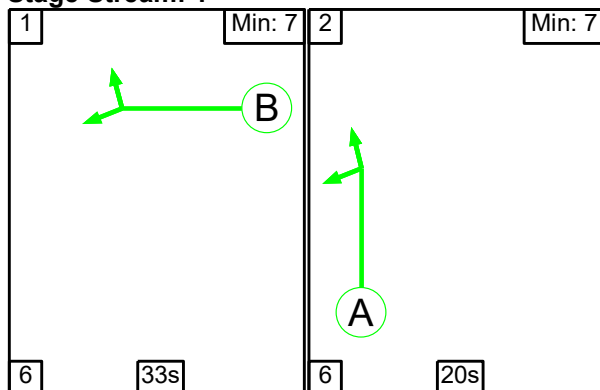
Stage	1	2
Duration	25	28
Change Point	58	24

Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

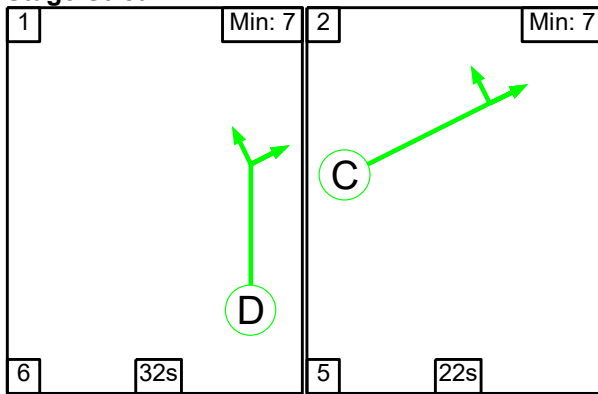
Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	28	30	58
B	NE Circ Right Ahead	Traffic	1	25	64	24
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

Signal Timings Diagram**Controller :C2 - M1 J25 West****Stage Sequence Diagram****Stage Stream: 1**

Detailed Input Data And Results

Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

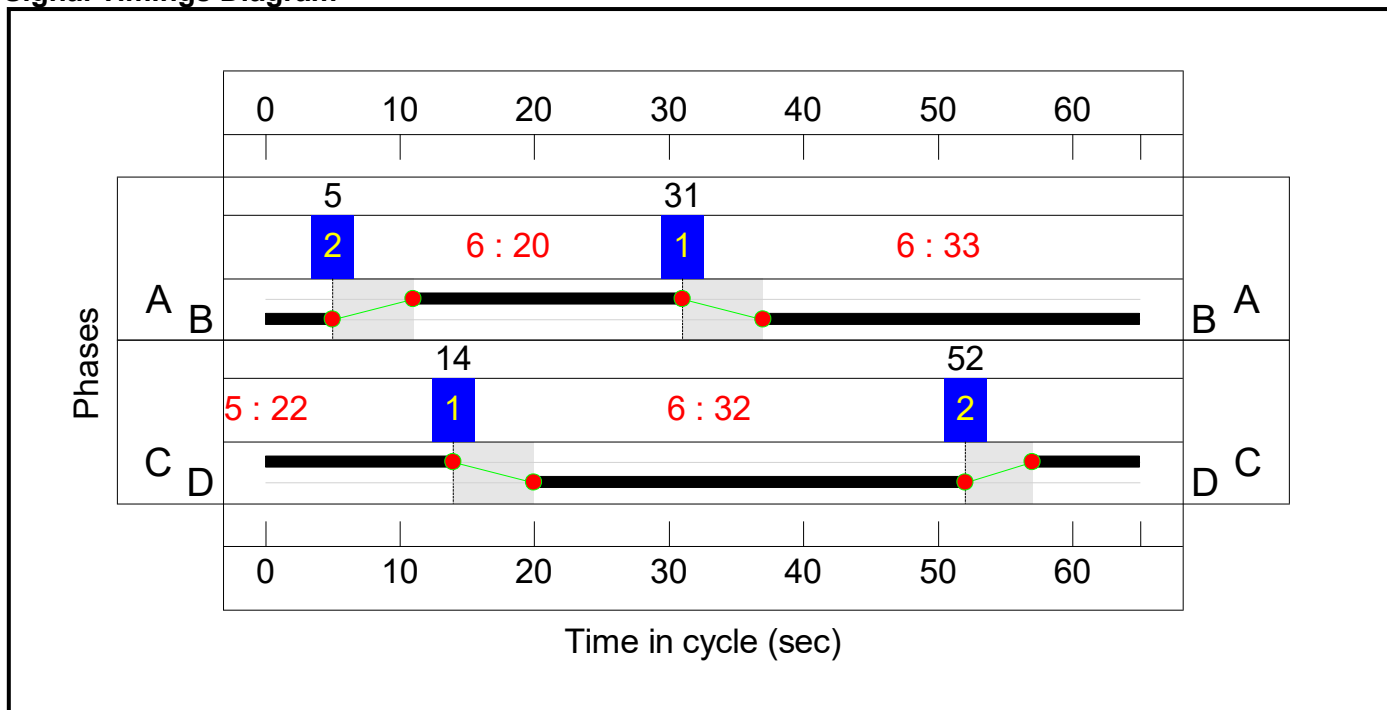
Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

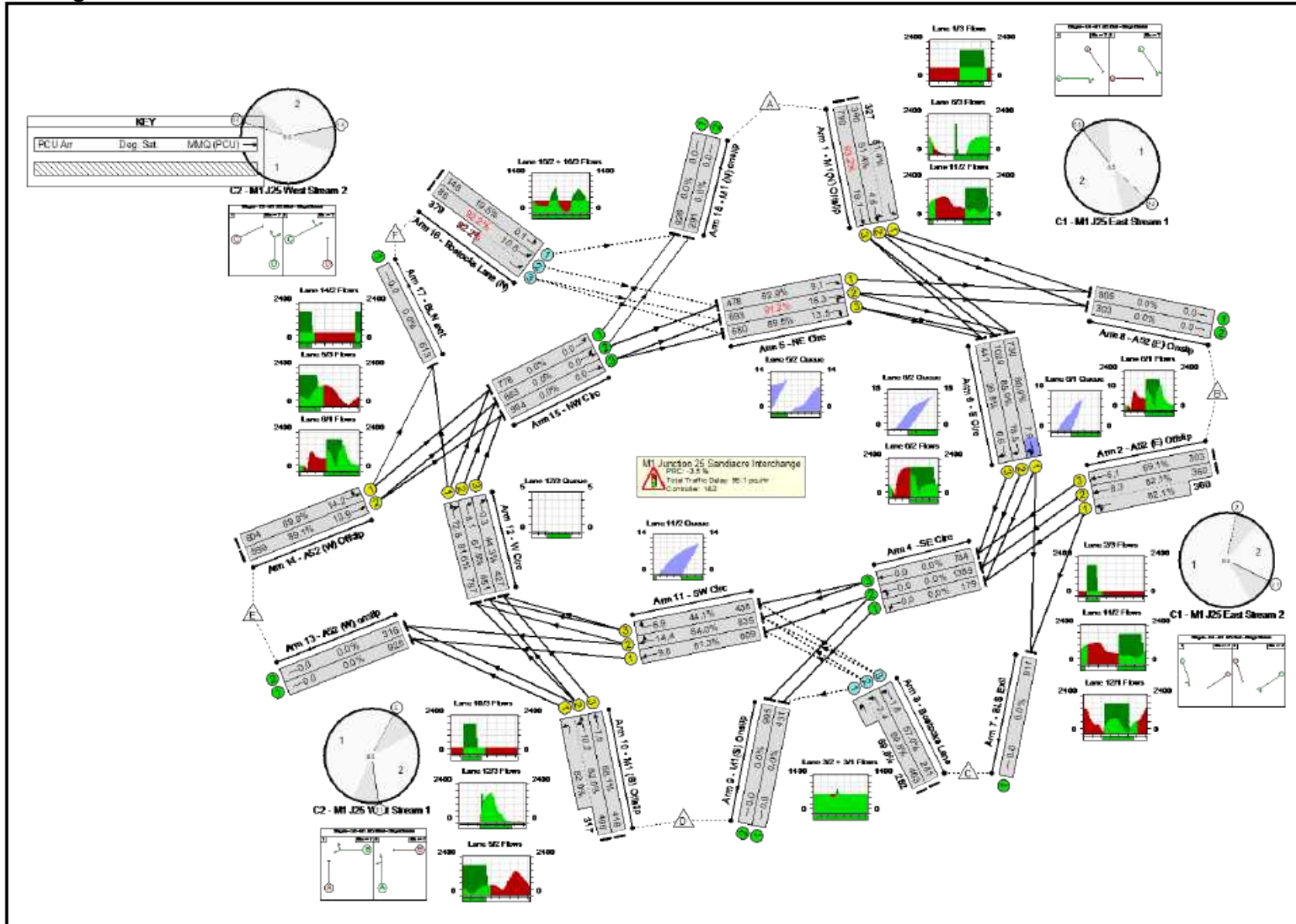
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	30	58
1/2	M1(N) Offslip Ahead Left	U	A	30	58
1/3	M1(N) Offslip Ahead	U	A	30	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	24
5/2	NE Circ Right Ahead	U	B	64	24
5/3	NE Circ Right	U	B	64	24
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Detailed Input Data And Results Network Layout Diagram



Network Results

Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	93.2%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	93.2%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	28	-	-	667	1900:1900	661+636	51.4 : 51.4%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	28	-	-	790	1900	848	93.2%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	720	1900:1900	438+438	82.1 : 82.1%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	303	1900	438	69.1%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	715	1800:1800	663+361	69.8 : 69.8%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	281	1800	493	57.0%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	179	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1389	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	744	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	25	-	-	478	1900	760	62.9%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	25	-	-	693	1900	760	91.2%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	25	-	-	680	1900	760	89.5%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	730	1900	1198	60.9%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	1029	1900	1198	85.9%

Detailed Input Data And Results

6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	441	1900	1198	36.8%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	911	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	805	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	303	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	431	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	995	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	807	1900:1900	598+387	82.0 : 82.0%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	418	1900	614	68.1%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	609	1900	994	61.3%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	835	1900	994	84.0%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	438	1900	994	44.1%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	787	1900	965	81.6%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	651	1900	965	67.5%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	427	1900	965	44.3%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	926	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	316	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	604	1900	672	89.8%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	22	-	-	599	1900	672	89.1%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	778	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	683	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	994	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	148	1800	759	19.5%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	465	1800:1800	93+411	92.2 : 92.2%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	613	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	926	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	291	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	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 25 Sandiacre Interchange	-	-	2789	0	0	55.9	40.2	0.0	96.1	-	-	-	-	
M1 Junction 25 Sandiacre Interchange	-	-	2789	0	0	55.9	40.2	0.0	96.1	-	-	-	-	
1/2+1/1	667	667	-	-	-	2.2	0.5	-	2.8	15.0	4.1	0.5	4.6	
1/3	790	790	-	-	-	3.7	5.7	-	9.5	43.1	13.4	5.7	19.1	
2/2+2/1	720	720	-	-	-	4.7	2.2	-	7.0	34.9	6.1	2.2	8.3	
2/3	303	303	-	-	-	1.9	1.1	-	3.0	36.0	5.0	1.1	6.1	
3/2+3/1	715	715	1430	0	0	0.0	1.1	-	1.2	5.8	1.3	1.1	2.4	
3/3	281	281	281	0	0	0.1	0.7	-	0.7	9.3	1.2	0.7	1.8	
4/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1389	1389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	478	478	-	-	-	2.1	0.8	-	2.9	22.1	8.3	0.8	9.1	
5/2	693	693	-	-	-	4.1	4.6	-	8.7	45.1	11.8	4.6	16.3	
5/3	680	680	-	-	-	3.4	3.9	-	7.3	38.6	9.6	3.9	13.5	
6/1	730	730	-	-	-	1.4	0.0	-	1.4	6.9	7.9	0.0	7.9	
6/2	1029	1029	-	-	-	3.5	0.0	-	3.5	12.4	16.5	0.0	16.5	
6/3	441	441	-	-	-	0.2	0.0	-	0.2	1.6	0.6	0.0	0.6	
7/1	911	911	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	995	995	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

10/2+10/1	807	807	-	-	-	4.3	2.2	-	6.5	29.1	8.0	2.2	10.2	
10/3	418	418	-	-	-	2.2	1.1	-	3.3	28.2	6.5	1.1	7.6	
11/1	609	609	-	-	-	3.2	0.8	-	4.0	23.6	8.8	0.8	9.6	
11/2	835	835	-	-	-	3.9	2.5	-	6.5	27.9	11.8	2.5	14.4	
11/3	438	438	-	-	-	1.2	0.4	-	1.5	12.7	6.5	0.4	6.9	
12/1	787	787	-	-	-	4.1	0.0	-	4.1	18.8	12.8	0.0	12.8	
12/2	651	651	-	-	-	2.4	0.0	-	2.4	13.2	8.1	0.0	8.1	
12/3	427	427	-	-	-	0.0	0.0	-	0.0	0.3	0.3	0.0	0.3	
13/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	604	604	-	-	-	3.3	4.0	-	7.3	43.5	10.2	4.0	14.2	
14/2	599	599	-	-	-	3.3	3.7	-	7.0	42.1	10.1	3.7	13.9	
15/1	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/3	994	994	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	148	148	148	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	
16/2+16/3	465	465	930	0	0	0.4	4.7	-	5.2	40.1	5.9	4.7	10.6	
17/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/2	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%) -3.5 4.8 7.1 0.2 -3.5 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 31.14 15.15 21.80 20.84 96.11 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 65 65 65 65														

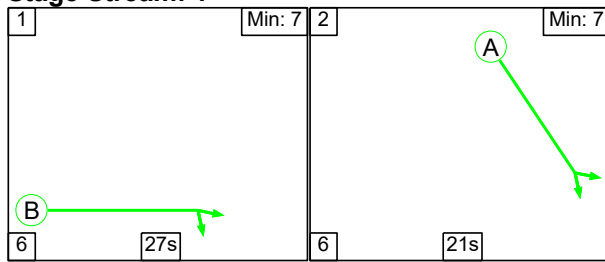
Detailed Input Data And Results

Scenario 2: '2' (FG2: '2025 PM Base', Plan 1: '1')

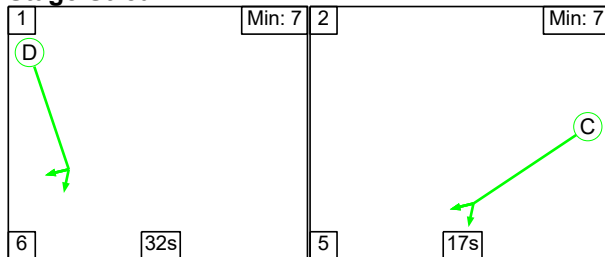
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

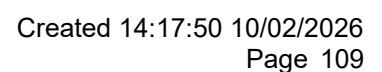
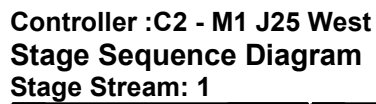
Stage	1	2
Duration	27	21
Change Point	21	54

Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34



Stage Timings**Stage Stream: 1**

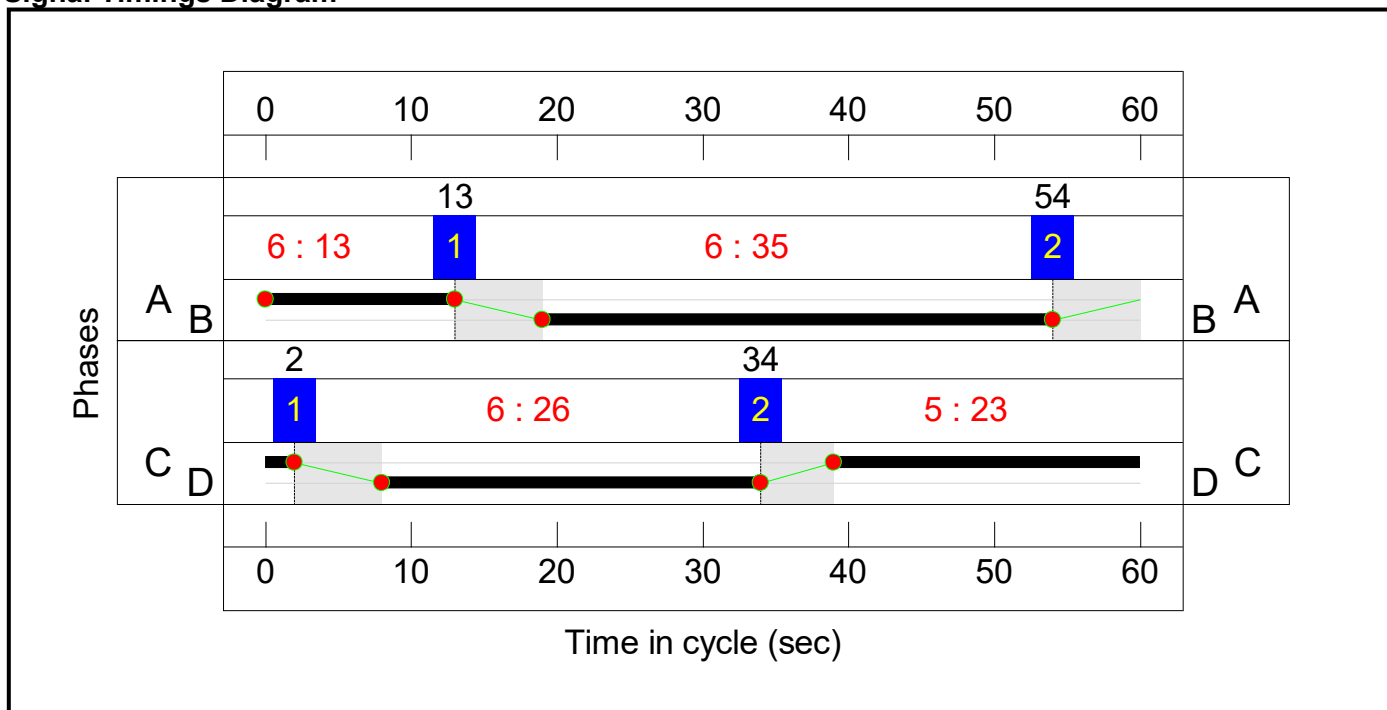
Stage	1	2
Duration	35	13
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

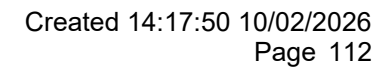
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	13	0	13
B	SW Circ Right Ahead	Traffic	1	35	19	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	13
10/2	M1 (S) Offslip Ahead Left	U	A	0	13
10/3	M1 (S) Offslip Ahead	U	A	0	13
11/1	SW Circ Ahead	U	B	19	54
11/2	SW Circ Right Ahead	U	B	19	54
11/3	SW Circ Right	U	B	19	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

M1 Junction 25.lsg3x



Network Results

Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	93.8%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	93.8%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	628	1900:1900	613+490	56.9 : 56.9%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	559	1900	697	80.2%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	694	1900:1900	570+570	60.9 : 60.9%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	355	1900	570	62.3%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	646	1800:1800	716+250	66.9 : 66.9%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	202	1800	603	33.5%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	100	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1237	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	494	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	282	1900	887	31.8%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	636	1900	887	71.7%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	470	1900	887	53.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	692	1900	1045	66.2%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	890	1900	1045	85.2%

Detailed Input Data And Results

6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	139	1900	1045	13.3%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	939	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	561	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	293	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	267	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	791	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	440	1900:1900	443+58	87.7 : 87.7%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	380	1900	443	85.7%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	661	1900	1140	58.0%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	509	1900	1140	44.6%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	451	1900	1140	39.6%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	748	1900	855	87.5%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	569	1900	855	66.5%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	409	1900	855	47.8%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	712	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	3	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	684	1900	760	90.0%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	23	-	-	713	1900	760	93.8%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	807	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	821	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	870	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	139	1800	752	18.5%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	287	1800:1800	86+397	59.4 : 59.4%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	625	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	946	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	590	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	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 25 Sandiacre Interchange	-	-	2207	0	0	39.6	25.9	0.0	65.4	-	-	-	-	
M1 Junction 25 Sandiacre Interchange	-	-	2207	0	0	39.6	25.9	0.0	65.4	-	-	-	-	
1/2+1/1	628	628	-	-	-	2.5	0.7	-	3.2	18.2	4.5	0.7	5.1	
1/3	559	559	-	-	-	2.6	2.0	-	4.6	29.8	8.2	2.0	10.2	
2/2+2/1	694	694	-	-	-	3.5	0.8	-	4.2	22.0	4.9	0.8	5.7	
2/3	355	355	-	-	-	1.8	0.8	-	2.6	26.4	5.0	0.8	5.8	
3/2+3/1	646	646	1292	0	0	0.0	1.0	-	1.0	5.6	0.1	1.0	1.1	
3/3	202	202	202	0	0	0.0	0.3	-	0.3	4.7	0.4	0.3	0.7	
4/1	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1237	1237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	282	282	-	-	-	0.2	0.2	-	0.5	6.0	0.8	0.2	1.0	
5/2	636	636	-	-	-	1.4	1.3	-	2.7	15.2	9.1	1.3	10.4	
5/3	470	470	-	-	-	2.1	0.6	-	2.7	20.5	6.6	0.6	7.2	
6/1	692	692	-	-	-	2.1	0.0	-	2.1	11.1	7.6	0.0	7.6	
6/2	890	890	-	-	-	3.3	0.0	-	3.3	13.5	13.9	0.0	13.9	
6/3	139	139	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1	
7/1	939	939	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

10/2+10/1	440	440	-	-	-	2.7	3.2	-	5.9	48.2	6.2	3.2	9.4	
10/3	380	380	-	-	-	2.3	2.8	-	5.1	48.2	6.0	2.8	8.8	
11/1	661	661	-	-	-	0.5	0.7	-	1.2	6.6	2.3	0.7	3.0	
11/2	509	509	-	-	-	0.9	0.4	-	1.3	9.4	4.0	0.4	4.4	
11/3	451	451	-	-	-	1.7	0.3	-	2.1	16.5	6.3	0.3	6.6	
12/1	748	748	-	-	-	2.7	0.0	-	2.7	12.8	9.4	0.0	9.4	
12/2	569	569	-	-	-	2.2	0.0	-	2.2	13.8	5.9	0.0	5.9	
12/3	409	409	-	-	-	0.2	0.0	-	0.2	1.4	0.6	0.0	0.6	
13/1	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	684	684	-	-	-	3.2	4.1	-	7.3	38.3	10.6	4.1	14.7	
14/2	713	713	-	-	-	3.4	6.0	-	9.5	47.8	11.3	6.0	17.3	
15/1	807	807	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	821	821	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/3	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	139	139	139	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	
16/2+16/3	287	287	574	0	0	0.1	0.7	-	0.8	9.9	1.2	0.7	1.9	
17/1	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/2	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) 12.2 5.7 2.6 -4.2 -4.2 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 13.64 12.34 15.58 21.72 65.45 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 60 60 60 60 														

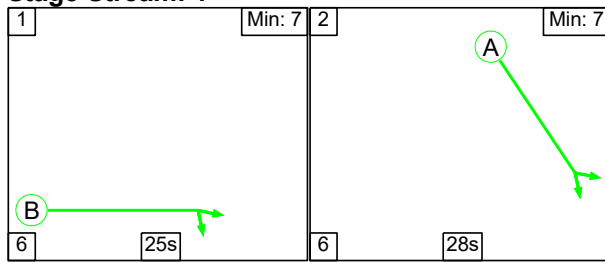
Detailed Input Data And Results

Scenario 3: '3' (FG3: '2028 AM Base', Plan 1: '1')

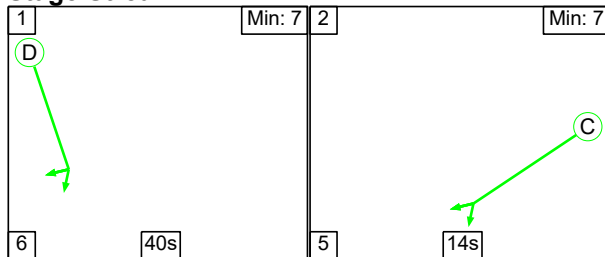
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	28
Change Point	58	24

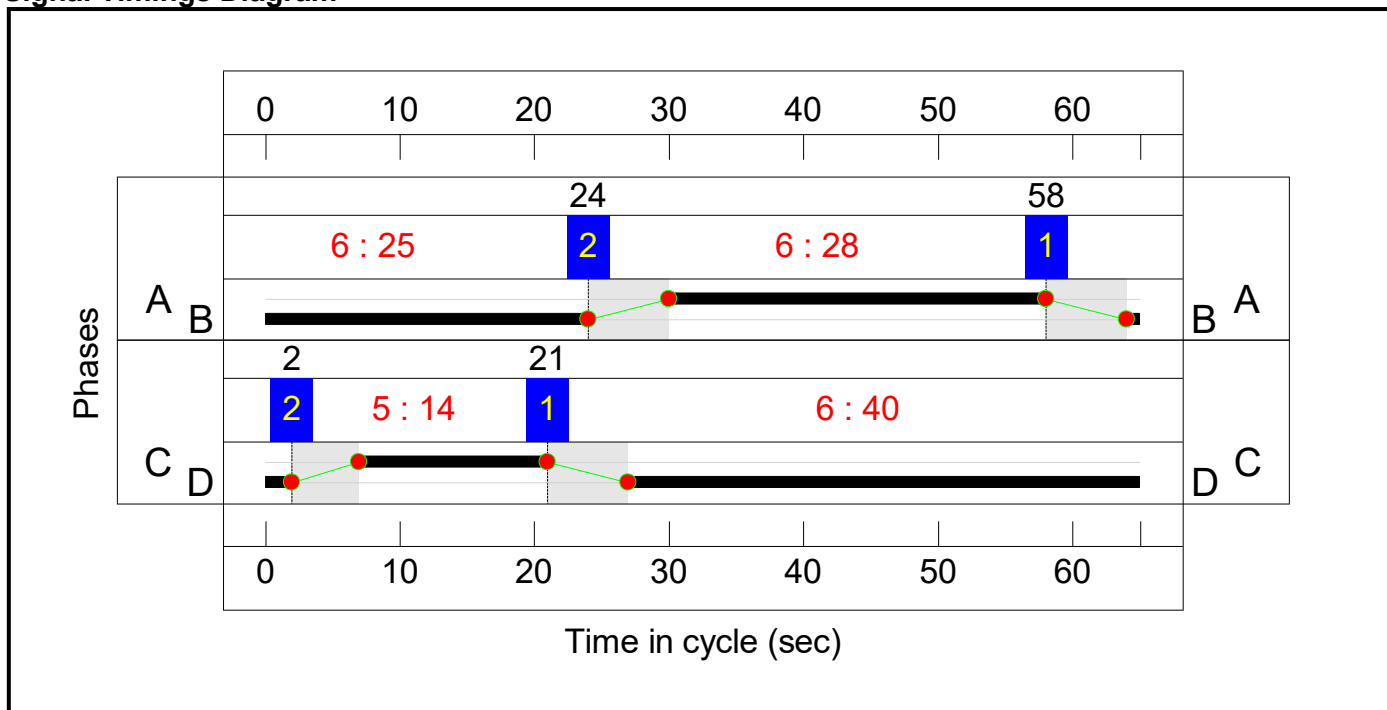
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	28	30	58
B	NE Circ Right Ahead	Traffic	1	25	64	24
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

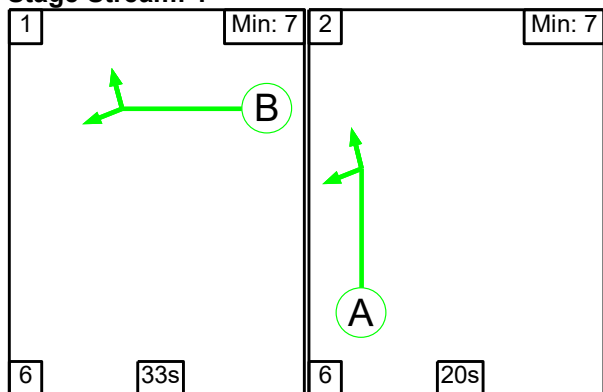
Signal Timings Diagram



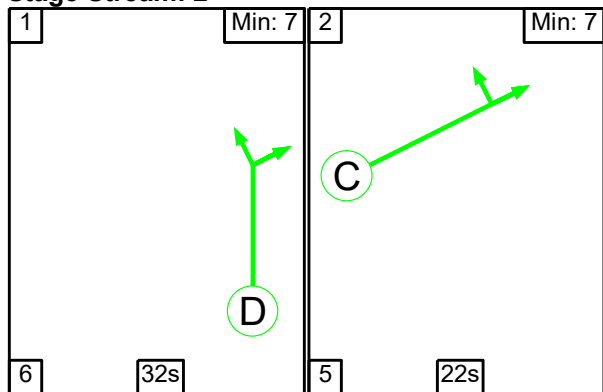
Controller : C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings**Stage Stream: 1**

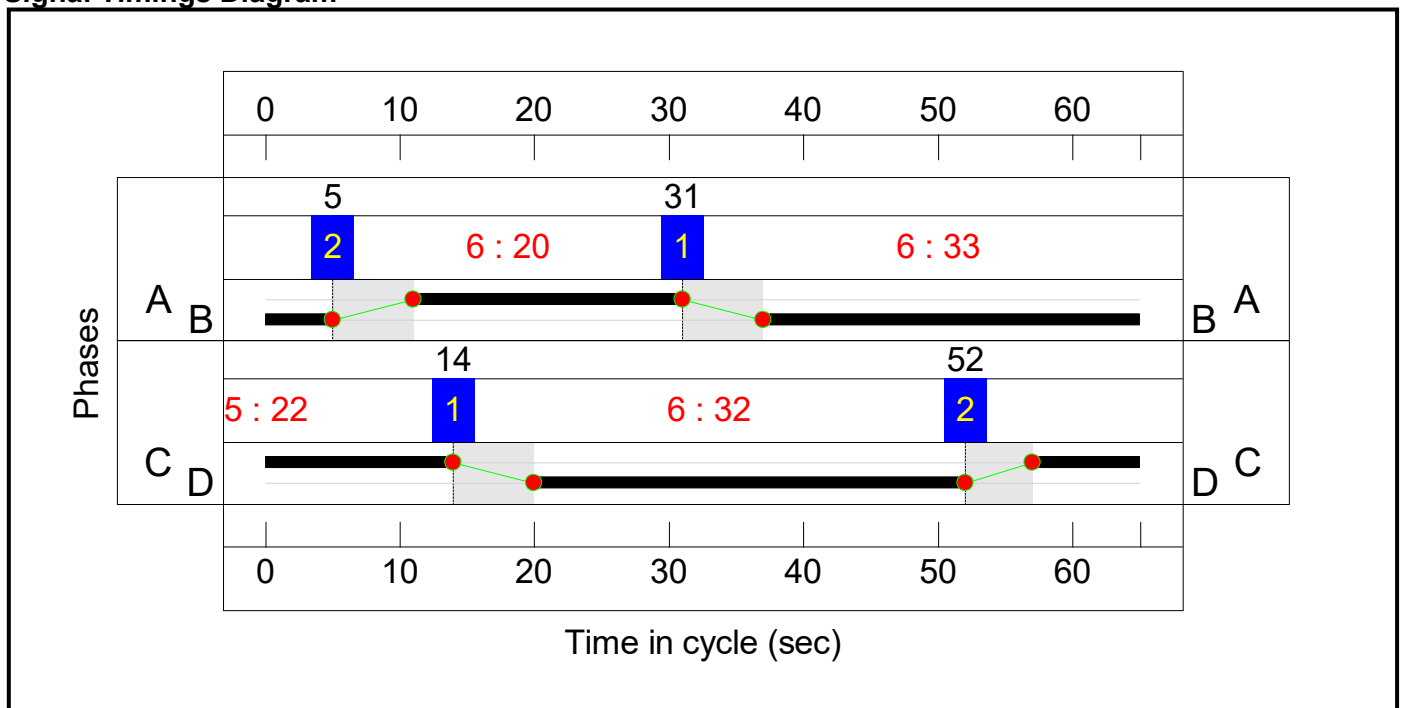
Stage	1	2
Duration	33	20
Change Point	31	5

Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

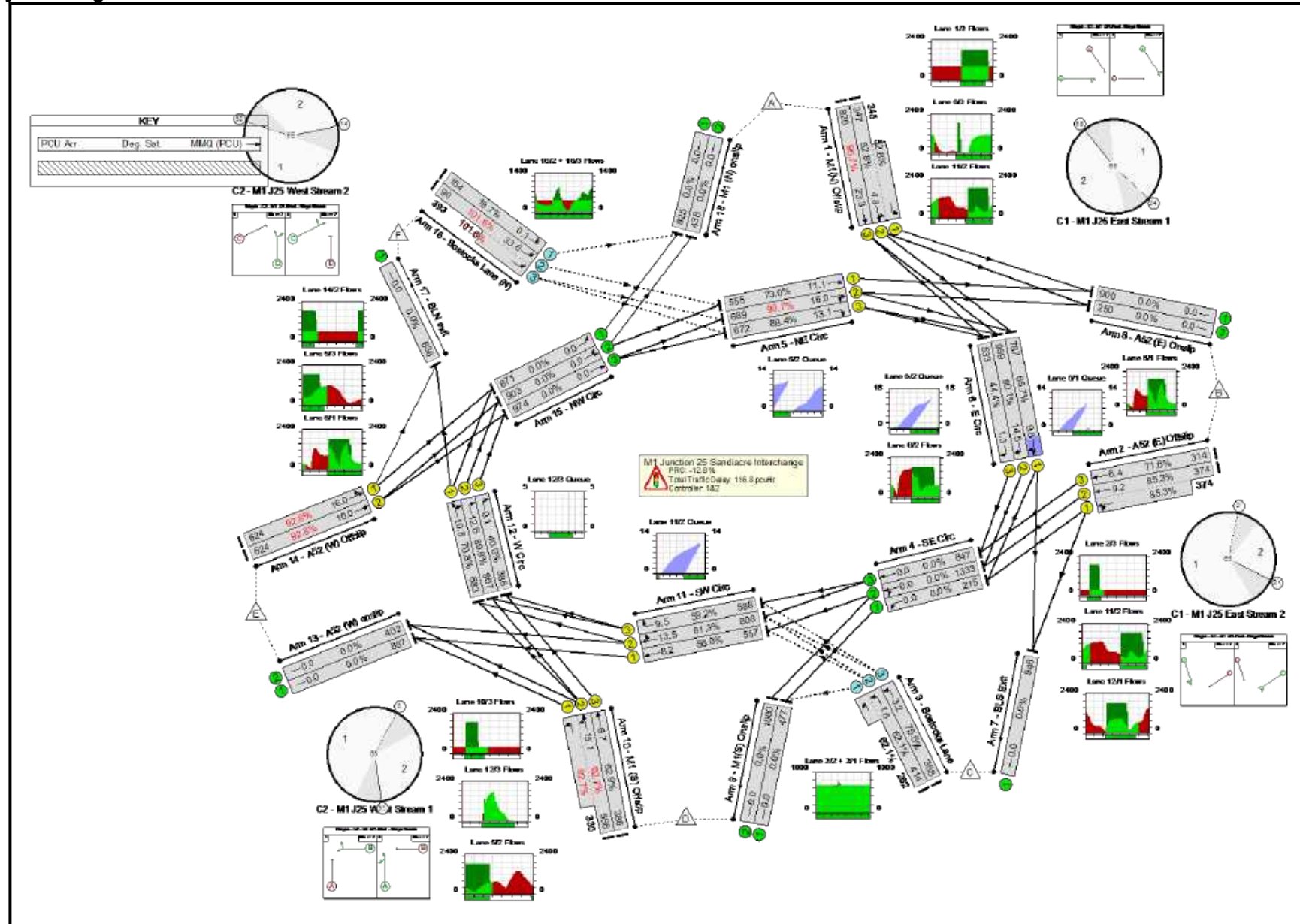
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	30	58
1/2	M1(N) Offslip Ahead Left	U	A	30	58
1/3	M1(N) Offslip Ahead	U	A	30	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	24
5/2	NE Circ Right Ahead	U	B	64	24
5/3	NE Circ Right	U	B	64	24
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Detailed Input Data And Results Network Layout Diagram



Network Results

Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	101.6%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	101.6%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	28	-	-	692	1900:1900	657+654	52.8 : 52.8%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	28	-	-	820	1900	848	96.7%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	748	1900:1900	438+438	85.3 : 85.3%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	314	1900	438	71.6%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	676	1800:1800	667+422	62.1 : 62.1%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	358	1800	474	75.5%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	215	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1338	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	847	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	25	-	-	555	1900	760	73.0%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	25	-	-	690	1900	760	90.7%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	25	-	-	677	1900	760	88.4%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	787	1900	1198	65.7%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	964	1900	1198	80.1%

Detailed Input Data And Results

6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	533	1900	1198	44.4%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	946	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	900	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	250	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	477	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1004	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	886	1900:1900	600+356	92.7 : 92.7%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	386	1900	614	62.9%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	557	1900	994	56.0%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	808	1900	994	81.3%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	588	1900	994	59.2%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	683	1900	965	70.8%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	867	1900	965	89.9%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	386	1900	965	40.0%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	887	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	402	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	624	1900	672	92.8%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	22	-	-	624	1900	672	92.8%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	671	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	903	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	974	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	154	1800	781	19.7%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	483	1800:1800	89+387	101.6 : 101.6%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	636	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	825	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	438	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	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 25 Sandiacre Interchange	-	-	2818	0	0	58.2	58.6	0.0	116.8	-	-	-	-	
M1 Junction 25 Sandiacre Interchange	-	-	2818	0	0	58.2	58.6	0.0	116.8	-	-	-	-	
1/2+1/1	692	692	-	-	-	2.3	0.6	-	2.9	15.1	4.2	0.6	4.8	
1/3	820	820	-	-	-	4.0	9.0	-	13.0	57.0	14.4	9.0	23.3	
2/2+2/1	748	748	-	-	-	5.0	2.8	-	7.8	37.3	6.4	2.8	9.2	
2/3	314	314	-	-	-	2.0	1.2	-	3.2	37.2	5.1	1.2	6.4	
3/2+3/1	676	676	1352	0	0	0.0	0.8	-	0.8	4.4	0.8	0.8	1.6	
3/3	358	358	358	0	0	0.1	1.5	-	1.6	16.3	1.7	1.5	3.2	
4/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1333	1333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	555	555	-	-	-	2.1	1.3	-	3.4	22.2	9.7	1.3	11.1	
5/2	689	689	-	-	-	4.1	4.3	-	8.5	44.2	11.6	4.3	16.0	
5/3	672	672	-	-	-	3.3	3.5	-	6.9	36.7	9.6	3.5	13.1	
6/1	787	787	-	-	-	1.7	0.0	-	1.7	7.9	9.8	0.0	9.8	
6/2	959	959	-	-	-	3.2	0.0	-	3.2	11.9	14.5	0.0	14.5	
6/3	533	533	-	-	-	0.3	0.0	-	0.3	2.2	1.3	0.0	1.3	
7/1	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1000	1000	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

10/2+10/1	886	886	-	-	-	4.9	5.5	-	10.4	42.3	9.6	5.5	15.1	
10/3	386	386	-	-	-	2.0	0.8	-	2.8	26.5	5.9	0.8	6.7	
11/1	557	557	-	-	-	2.7	0.6	-	3.3	21.2	7.6	0.6	8.2	
11/2	808	808	-	-	-	3.8	2.1	-	5.9	26.2	11.3	2.1	13.5	
11/3	588	588	-	-	-	1.8	0.7	-	2.5	15.1	8.8	0.7	9.5	
12/1	683	683	-	-	-	2.9	0.0	-	2.9	15.5	10.8	0.0	10.8	
12/2	867	867	-	-	-	4.2	0.0	-	4.2	17.5	12.6	0.0	12.6	
12/3	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	
13/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	624	624	-	-	-	3.5	5.3	-	8.8	50.8	10.7	5.3	16.0	
14/2	624	624	-	-	-	3.5	5.3	-	8.8	50.8	10.7	5.3	16.0	
15/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/3	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	154	154	154	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	
16/2+16/3	483	477	954	0	0	0.8	13.0	-	13.8	102.7	20.6	13.0	33.6	
17/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	825	825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/2	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) -7.5 5.5 -3.0 -3.1 -12.8 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 34.61 16.24 24.88 24.76 116.83 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 65 65 65 65 														

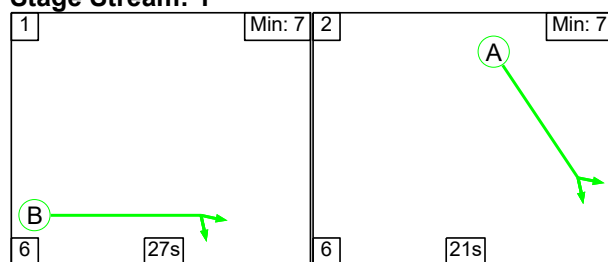
Detailed Input Data And Results

Scenario 4: '4' (FG4: '2028 PM Base', Plan 1: '1')

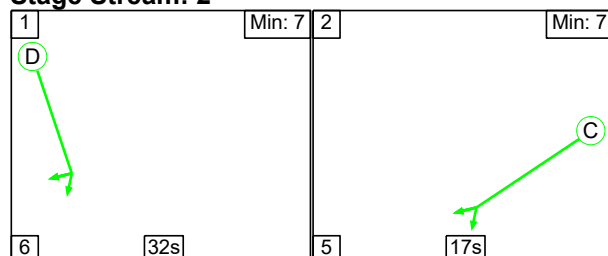
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

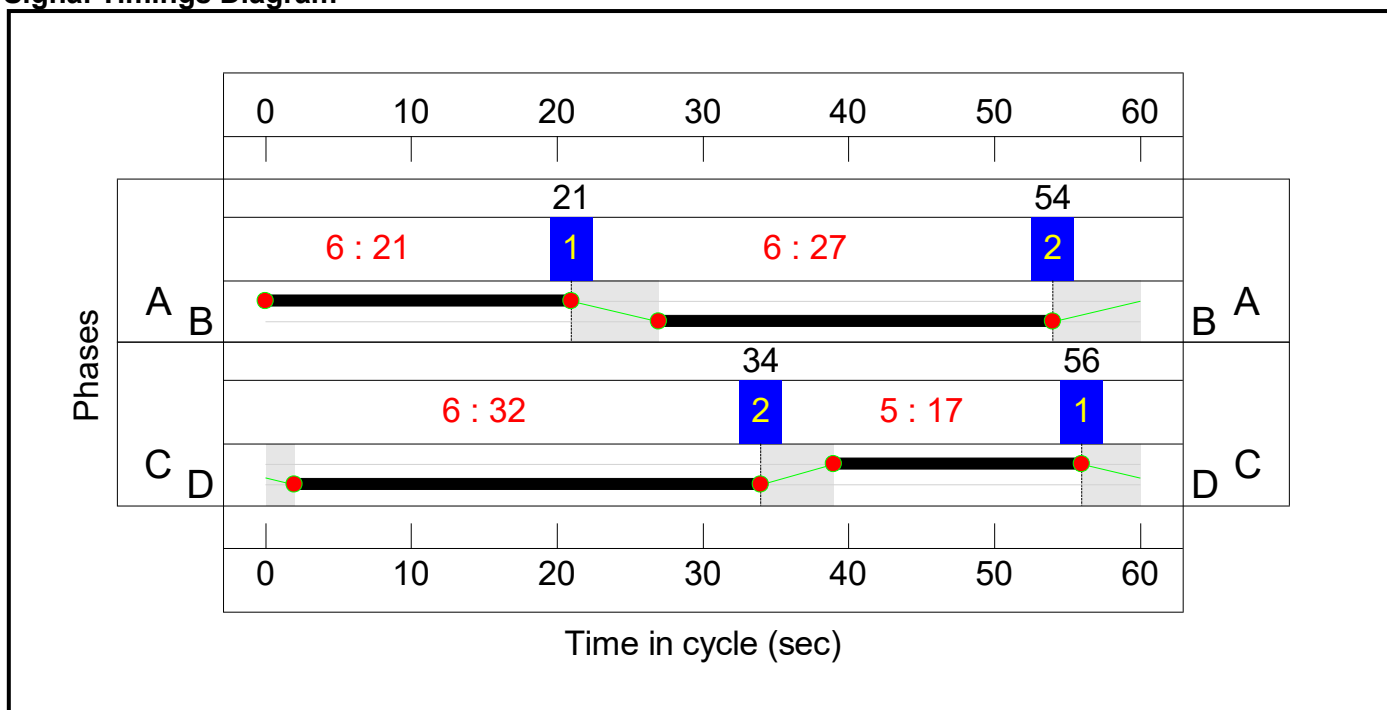
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

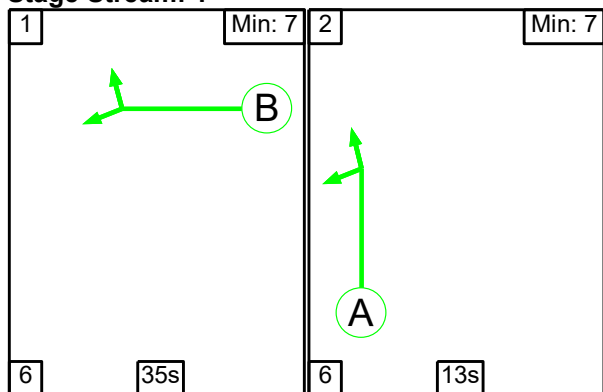
Signal Timings Diagram



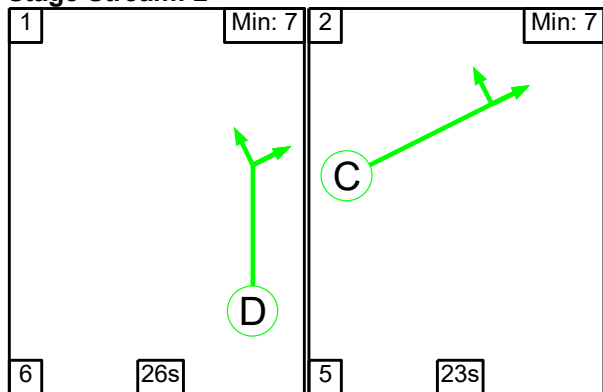
Controller : C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings**Stage Stream: 1**

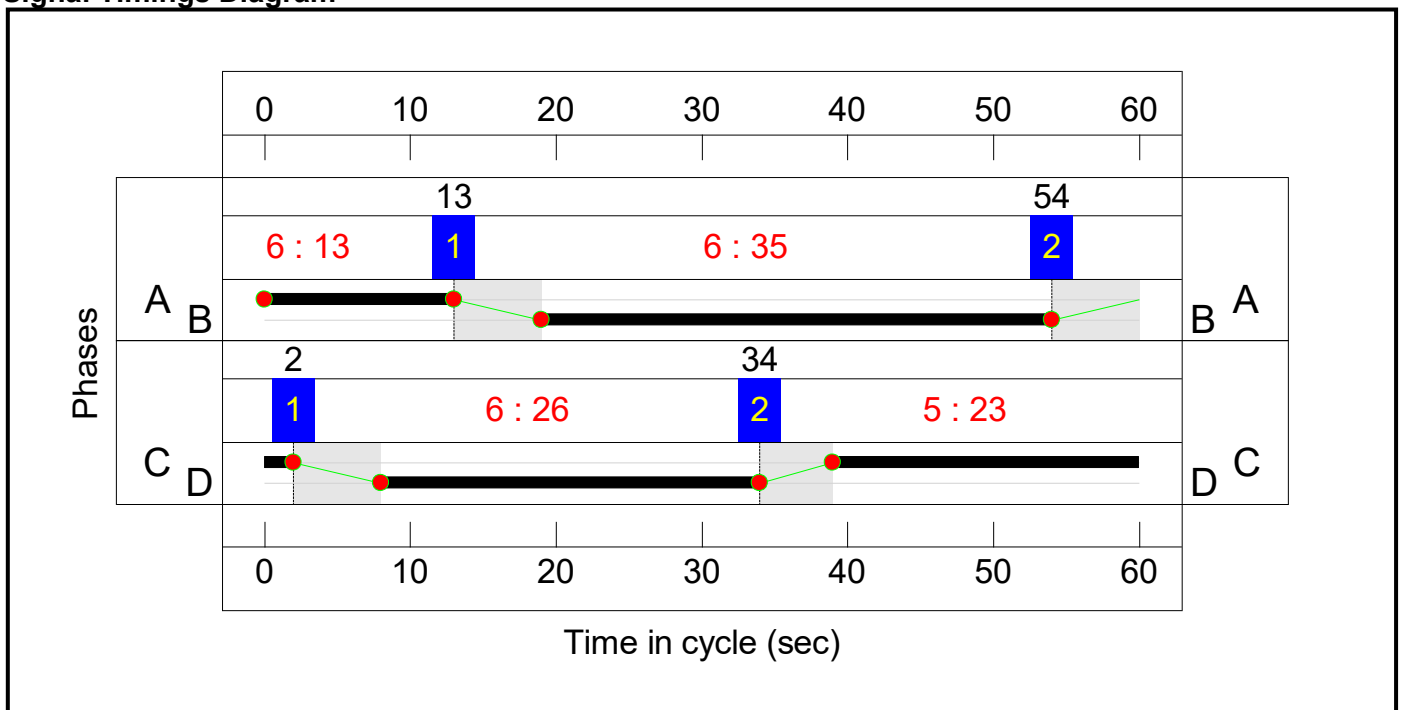
Stage	1	2
Duration	35	13
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

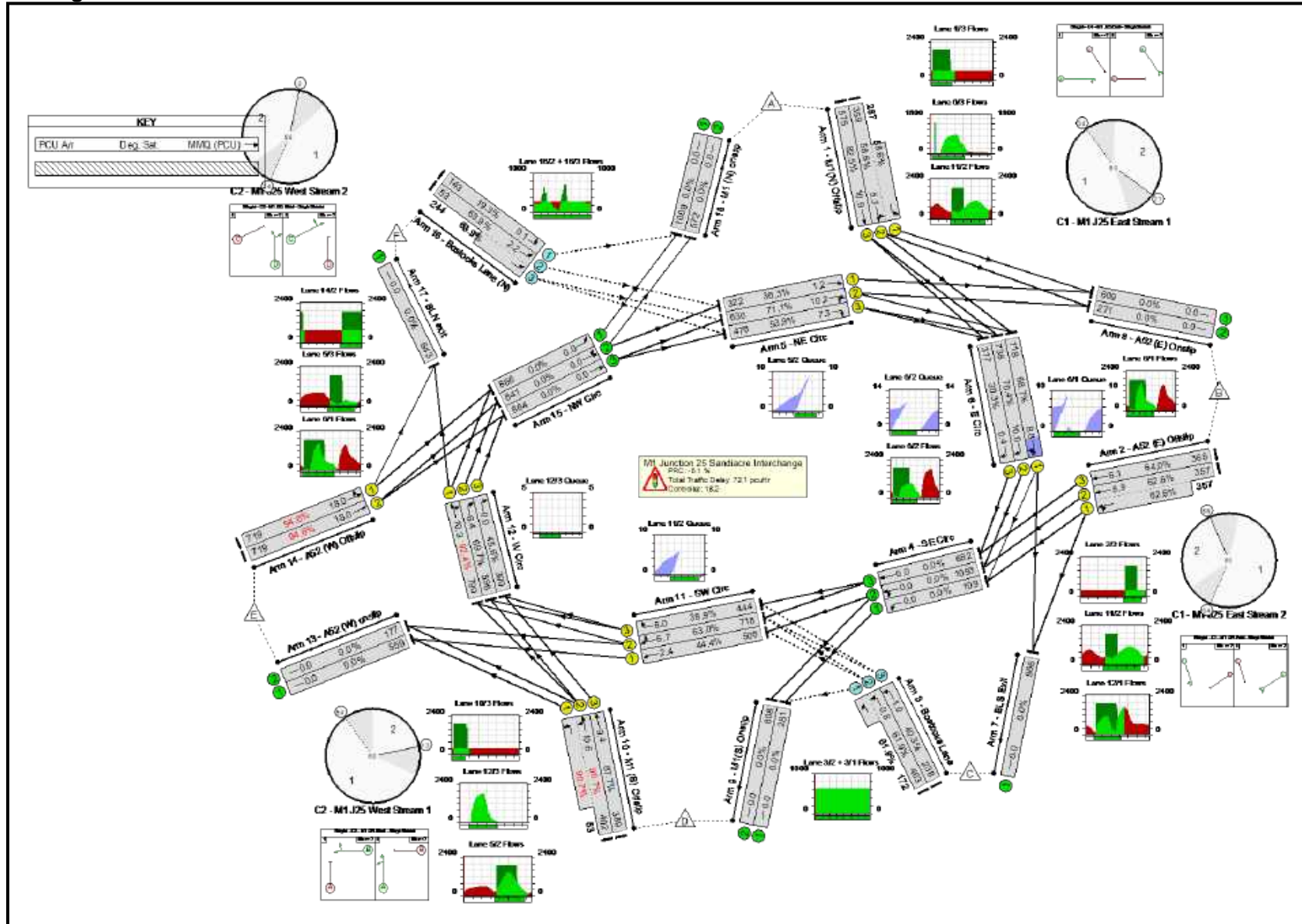
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	13	0	13
B	SW Circ Right Ahead	Traffic	1	35	19	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	13
10/2	M1 (S) Offslip Ahead Left	U	A	0	13
10/3	M1 (S) Offslip Ahead	U	A	0	13
11/1	SW Circ Ahead	U	B	19	54
11/2	SW Circ Right Ahead	U	B	19	54
11/3	SW Circ Right	U	B	19	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Detailed Input Data And Results Network Layout Diagram



Network Results

Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	94.6%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	94.6%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	646	1900:1900	613+490	58.6 : 58.6%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	575	1900	697	82.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	714	1900:1900	570+570	62.6 : 62.6%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	365	1900	570	64.0%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	635	1800:1800	747+278	61.9 : 61.9%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	238	1800	591	40.3%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	109	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1093	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	682	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	322	1900	887	36.3%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	630	1900	887	71.1%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	478	1900	887	53.9%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	718	1900	1045	68.7%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	736	1900	1045	70.4%

Detailed Input Data And Results

6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	317	1900	1045	30.3%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	966	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	609	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	271	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	281	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	808	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	455	1900:1900	443+58	90.7 : 90.7%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	389	1900	443	87.7%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	506	1900	1140	44.4%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	718	1900	1140	63.0%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	444	1900	1140	38.9%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	790	1900	855	92.4%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	596	1900	855	69.7%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	390	1900	855	45.6%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	559	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	177	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	719	1900	760	94.6%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	23	-	-	719	1900	760	94.6%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	866	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	841	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	864	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	143	1800	740	19.3%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	297	1800:1800	83+382	63.9 : 63.9%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	643	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1009	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	572	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	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 25 Sandiacre Interchange	-	-	2245	0	0	41.0	31.1	0.0	72.1	-	-	-	-	
M1 Junction 25 Sandiacre Interchange	-	-	2245	0	0	41.0	31.1	0.0	72.1	-	-	-	-	
1/2+1/1	646	646	-	-	-	2.6	0.7	-	3.3	18.5	4.6	0.7	5.3	
1/3	575	575	-	-	-	2.8	2.3	-	5.0	31.5	8.6	2.3	10.9	
2/2+2/1	714	714	-	-	-	3.6	0.8	-	4.4	22.3	5.1	0.8	5.9	
2/3	365	365	-	-	-	1.8	0.9	-	2.7	26.9	5.2	0.9	6.1	
3/2+3/1	635	635	1270	0	0	0.0	0.8	-	0.8	4.6	0.0	0.8	0.8	
3/3	238	238	238	0	0	0.0	0.3	-	0.4	5.4	0.7	0.3	1.0	
4/1	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1093	1093	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	322	322	-	-	-	0.3	0.3	-	0.6	6.3	0.9	0.3	1.2	
5/2	630	630	-	-	-	1.4	1.2	-	2.7	15.2	9.0	1.2	10.2	
5/3	478	478	-	-	-	2.1	0.6	-	2.7	20.5	6.7	0.6	7.3	
6/1	718	718	-	-	-	2.3	0.0	-	2.3	11.5	8.8	0.0	8.8	
6/2	736	736	-	-	-	3.0	0.0	-	3.0	14.4	10.0	0.0	10.0	
6/3	317	317	-	-	-	0.1	0.0	-	0.1	1.4	0.4	0.0	0.4	
7/1	966	966	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

10/2+10/1	455	455	-	-	-	2.8	4.1	-	6.9	54.6	6.5	4.1	10.6	
10/3	389	389	-	-	-	2.4	3.2	-	5.6	51.8	6.2	3.2	9.4	
11/1	506	506	-	-	-	0.4	0.4	-	0.8	6.0	2.0	0.4	2.4	
11/2	718	718	-	-	-	1.4	0.8	-	2.2	11.0	5.8	0.8	6.7	
11/3	444	444	-	-	-	1.5	0.3	-	1.8	14.5	5.7	0.3	6.0	
12/1	790	790	-	-	-	3.3	0.0	-	3.3	14.8	10.3	0.0	10.3	
12/2	596	596	-	-	-	2.2	0.0	-	2.2	13.5	6.4	0.0	6.4	
12/3	390	390	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	
13/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	719	719	-	-	-	3.5	6.6	-	10.1	50.6	11.4	6.6	18.0	
14/2	719	719	-	-	-	3.5	6.6	-	10.1	50.6	11.4	6.6	18.0	
15/1	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	841	841	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/3	864	864	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	143	143	143	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	
16/2+16/3	297	297	594	0	0	0.1	0.9	-	1.0	11.7	1.4	0.9	2.2	
17/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	1009	1009	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/2	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) 9.0 27.8 -0.8 -5.1 -5.1 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 14.29 12.52 17.33 25.70 72.09 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 60 60 60 60														

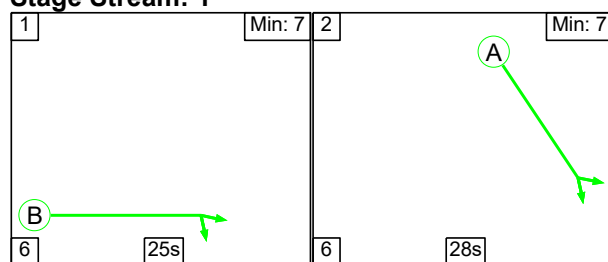
Detailed Input Data And Results

Scenario 5: '5' (FG5: '2041 AM Base', Plan 1: '1')

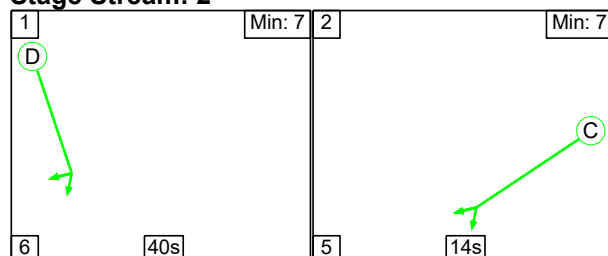
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

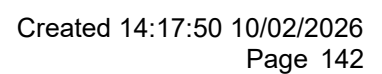
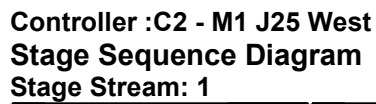
Stage	1	2
Duration	25	28
Change Point	58	24

Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	28	30	58
B	NE Circ Right Ahead	Traffic	1	25	64	24
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2



Stage Timings**Stage Stream: 1**

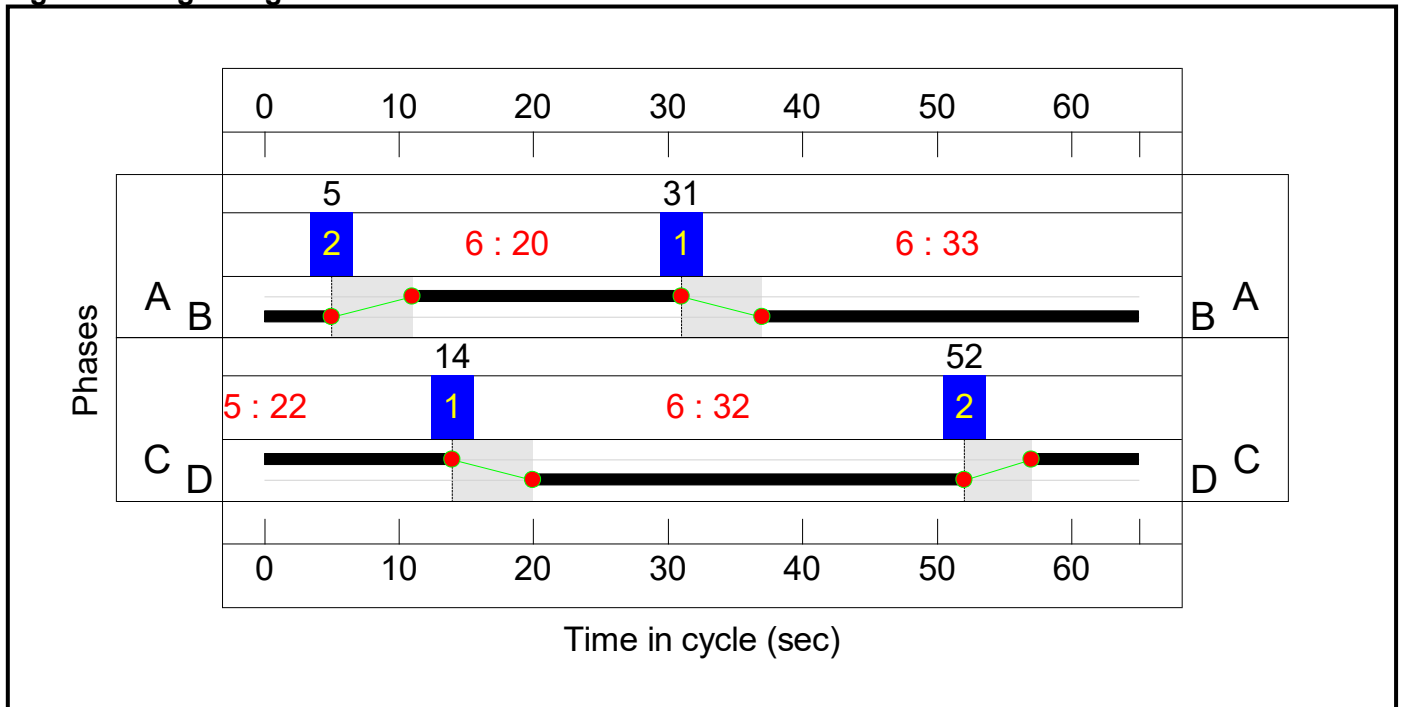
Stage	1	2
Duration	33	20
Change Point	31	5

Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

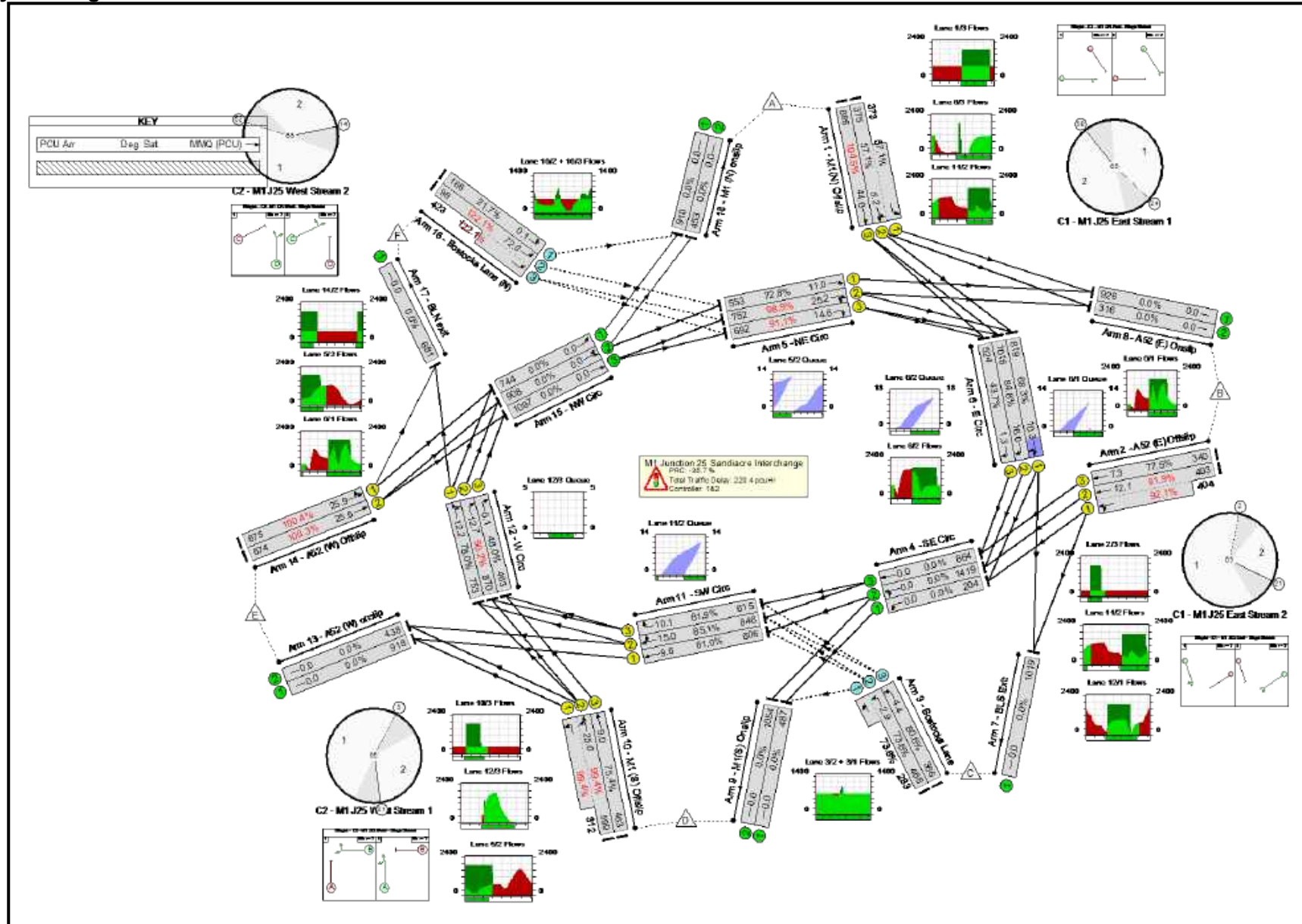
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	30	58
1/2	M1(N) Offslip Ahead Left	U	A	30	58
1/3	M1(N) Offslip Ahead	U	A	30	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	24
5/2	NE Circ Right Ahead	U	B	64	24
5/3	NE Circ Right	U	B	64	24
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Detailed Input Data And Results Network Layout Diagram



Network Results

Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	122.1%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	122.1%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	28	-	-	748	1900:1900	657+654	57.1 : 57.1%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	28	-	-	886	1900	848	104.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	807	1900:1900	438+438	91.9 : 92.1%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	340	1900	438	77.5%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	751	1800:1800	636+385	73.6 : 73.6%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	366	1800	454	80.6%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	204	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1497	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	891	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	25	-	-	553	1900	760	72.8%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	25	-	-	763	1900	760	98.9%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	25	-	-	759	1900	760	91.1%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	822	1900	1198	68.3%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	1094	1900	1198	84.8%

Detailed Input Data And Results

6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	551	1900	1198	43.7%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1022	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	926	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	316	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	487	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1112	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	911	1900:1900	602+314	99.4 : 99.4%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	463	1900	614	75.4%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	626	1900	994	61.0%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	869	1900	994	85.1%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	615	1900	994	61.9%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	759	1900	965	78.0%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	870	1900	965	90.2%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	463	1900	965	48.0%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	938	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	454	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	675	1900	672	100.4%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	22	-	-	674	1900	672	100.3%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	746	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	908	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	1099	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	166	1800	766	21.7%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	521	1800:1800	80+346	122.1 : 122.1%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	688	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	912	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	453	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	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 25 Sandiacre Interchange	-	-	2923	0	0	68.1	152.3	0.0	220.4	-	-	-	-	
M1 Junction 25 Sandiacre Interchange	-	-	2923	0	0	68.1	152.3	0.0	220.4	-	-	-	-	
1/2+1/1	748	748	-	-	-	2.6	0.7	-	3.2	15.6	4.6	0.7	5.2	
1/3	886	848	-	-	-	5.3	27.3	-	32.6	132.5	16.7	27.3	44.0	
2/2+2/1	807	807	-	-	-	5.5	5.0	-	10.5	46.9	7.1	5.0	12.1	
2/3	340	340	-	-	-	2.2	1.7	-	3.9	41.1	5.7	1.7	7.3	
3/2+3/1	751	751	1502	0	0	0.0	1.4	-	1.4	6.7	1.6	1.4	2.9	
3/3	366	366	366	0	0	0.2	2.0	-	2.2	21.2	2.4	2.0	4.4	
4/1	204	204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1419	1419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	864	864	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	553	553	-	-	-	2.0	1.3	-	3.4	21.9	9.7	1.3	11.0	
5/2	752	752	-	-	-	4.7	11.8	-	16.5	79.1	13.4	11.8	25.2	
5/3	692	692	-	-	-	3.5	4.5	-	8.1	41.9	10.1	4.5	14.6	
6/1	819	819	-	-	-	1.7	0.0	-	1.7	7.4	10.3	0.0	10.3	
6/2	1016	1016	-	-	-	3.6	0.0	-	3.6	12.6	16.0	0.0	16.0	
6/3	524	524	-	-	-	0.4	0.0	-	0.4	2.5	1.3	0.0	1.3	
7/1	1019	1019	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1054	1054	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

10/2+10/1	911	911	-	-	-	5.2	13.8	-	19.0	75.1	11.2	13.8	25.0	
10/3	463	463	-	-	-	2.5	1.5	-	4.0	31.4	7.5	1.5	9.0	
11/1	606	606	-	-	-	3.1	0.8	-	3.9	23.1	8.8	0.8	9.6	
11/2	846	846	-	-	-	4.0	2.8	-	6.7	28.6	12.3	2.8	15.0	
11/3	615	615	-	-	-	1.8	0.8	-	2.6	15.4	9.3	0.8	10.1	
12/1	753	753	-	-	-	3.4	0.0	-	3.4	16.4	12.2	0.0	12.2	
12/2	870	870	-	-	-	4.4	0.0	-	4.4	18.2	12.7	0.0	12.7	
12/3	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	
13/1	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	675	672	-	-	-	4.0	13.7	-	17.7	94.5	12.2	13.7	25.9	
14/2	674	672	-	-	-	4.0	13.4	-	17.4	92.9	12.2	13.4	25.6	
15/1	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	908	908	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/3	1097	1097	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	166	166	166	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	
16/2+16/3	521	444	889	0	0	3.9	49.8	-	53.6	370.6	22.2	49.8	72.0	
17/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	910	910	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%) -16.1 -2.4 -10.5 -11.6 -35.7 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 63.78 20.01 36.29 42.94 220.35 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 65 65 65 65														

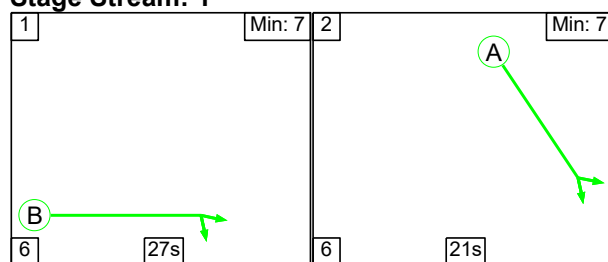
Detailed Input Data And Results

Scenario 6: '6' (FG6: '2041 PM Base', Plan 1: '1')

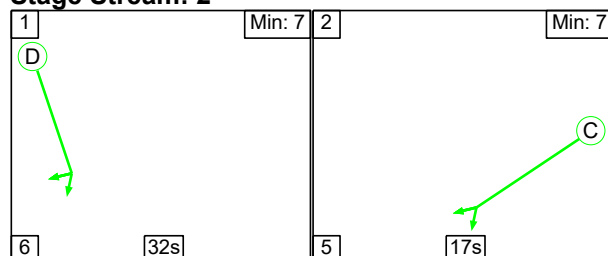
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

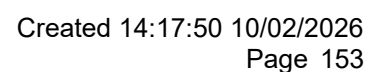
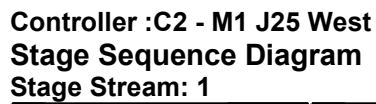
Stage	1	2
Duration	27	21
Change Point	21	54

Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34



Stage Timings**Stage Stream: 1**

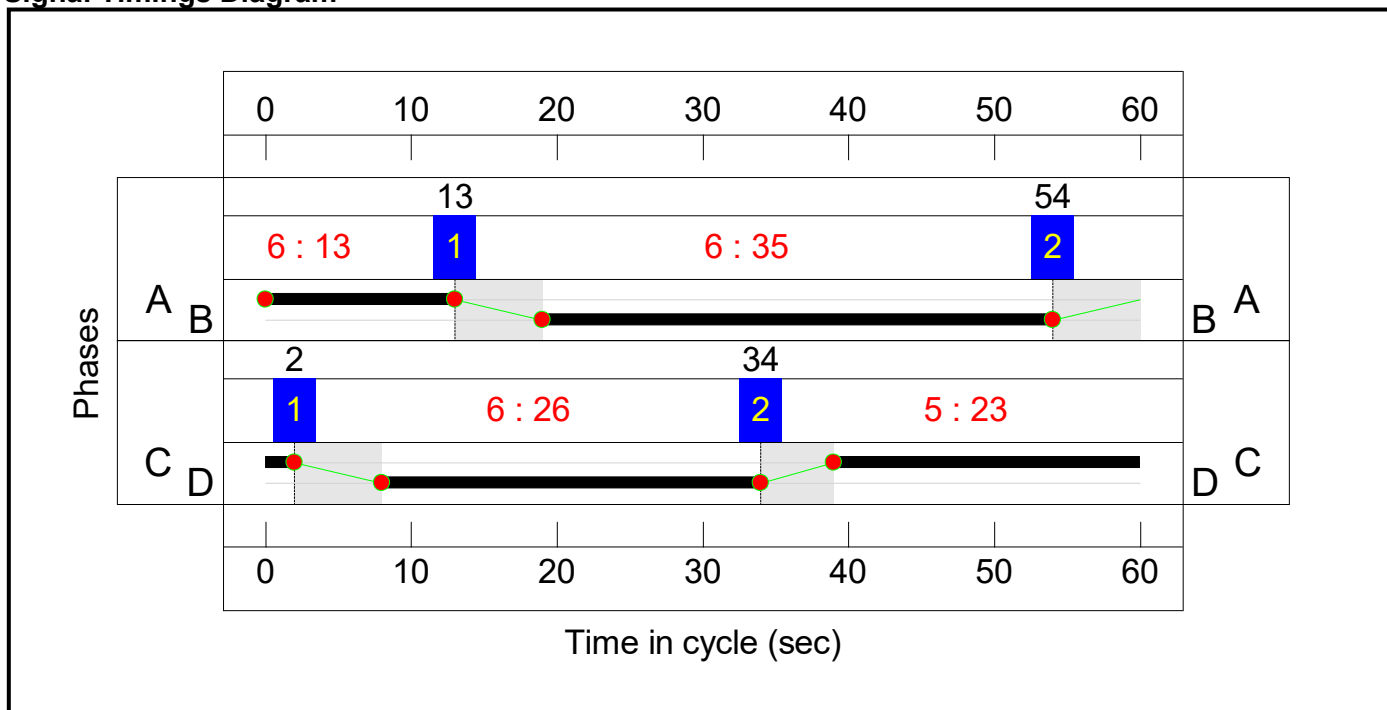
Stage	1	2
Duration	35	13
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

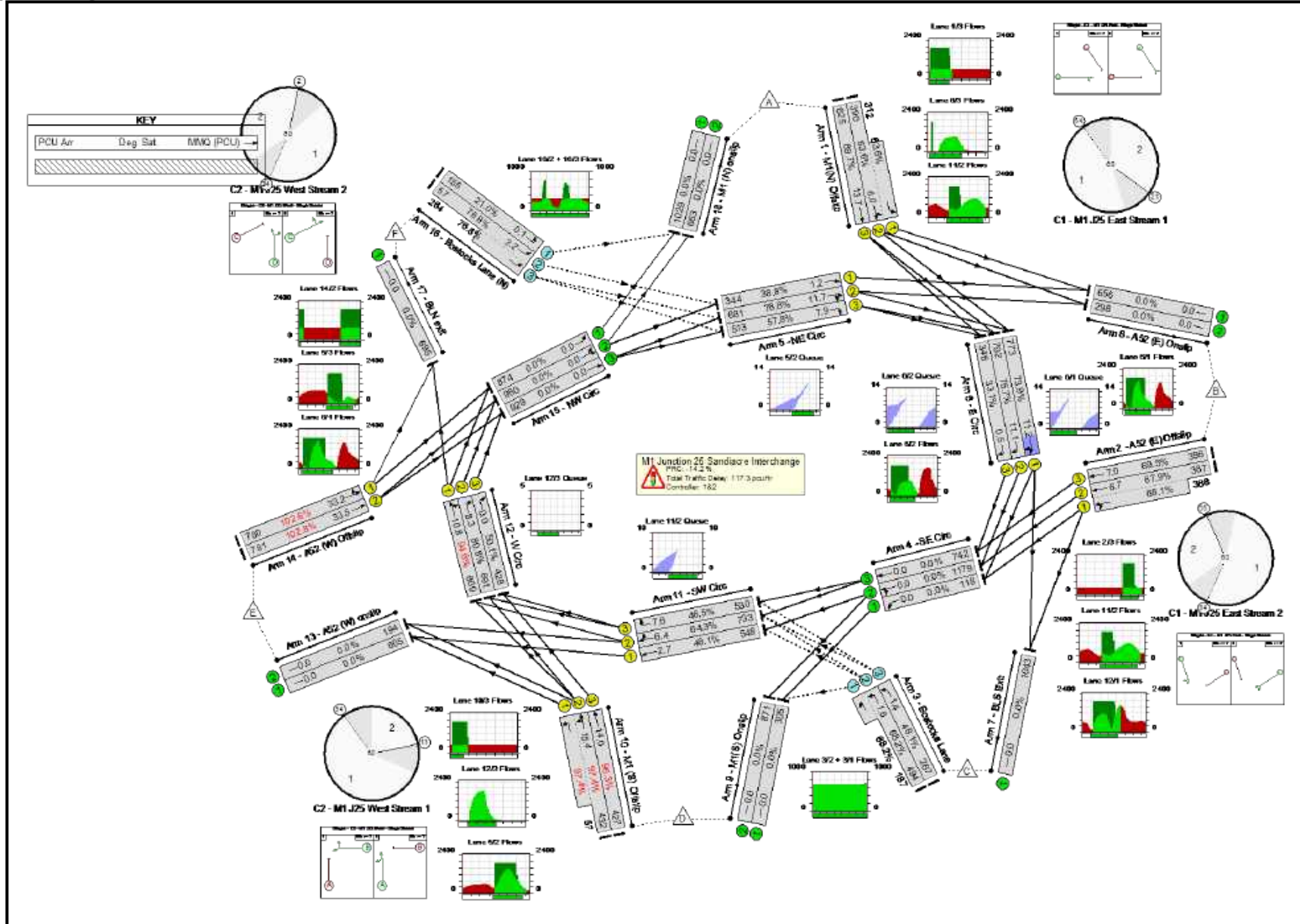
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	13	0	13
B	SW Circ Right Ahead	Traffic	1	35	19	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	13
10/2	M1 (S) Offslip Ahead Left	U	A	0	13
10/3	M1 (S) Offslip Ahead	U	A	0	13
11/1	SW Circ Ahead	U	B	19	54
11/2	SW Circ Right Ahead	U	B	19	54
11/3	SW Circ Right	U	B	19	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Network Layout Diagram



Network Results

Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	102.8%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	102.8%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	702	1900:1900	613+490	63.6 : 63.6%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	625	1900	697	89.7%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	775	1900:1900	570+570	67.9 : 68.1%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	396	1900	570	69.5%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	681	1800:1800	724+274	68.2 : 68.2%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	267	1800	555	48.1%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	118	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1186	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	742	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	344	1900	887	38.8%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	687	1900	887	76.8%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	520	1900	887	57.8%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	779	1900	1045	73.9%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	799	1900	1045	75.7%

Detailed Input Data And Results

6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	346	1900	1045	33.1%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1049	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	656	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	298	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	305	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	878	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	489	1900:1900	443+58	97.4 : 97.4%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	427	1900	443	96.3%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	548	1900	1140	48.1%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	733	1900	1140	64.3%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	530	1900	1140	46.5%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	809	1900	855	94.6%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	691	1900	855	80.8%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	428	1900	855	50.1%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	605	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	194	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	780	1900	760	102.6%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	23	-	-	781	1900	760	102.8%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	891	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	957	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	943	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	155	1800	738	21.0%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	321	1800:1800	74+344	76.8 : 76.8%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	698	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1046	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	670	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	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 25 Sandiacre Interchange	-	-	2426	0	0	47.3	70.0	0.0	117.3	-	-	-	-	
M1 Junction 25 Sandiacre Interchange	-	-	2426	0	0	47.3	70.0	0.0	117.3	-	-	-	-	
1/2+1/1	702	702	-	-	-	2.9	0.9	-	3.8	19.3	5.1	0.9	6.0	
1/3	625	625	-	-	-	3.1	3.9	-	7.0	40.6	9.7	3.9	13.7	
2/2+2/1	775	775	-	-	-	4.0	1.1	-	5.0	23.4	5.6	1.1	6.7	
2/3	396	396	-	-	-	2.0	1.1	-	3.2	28.8	5.8	1.1	7.0	
3/2+3/1	681	681	1362	0	0	0.0	1.1	-	1.1	5.6	0.5	1.1	1.6	
3/3	267	267	267	0	0	0.0	0.5	-	0.5	6.7	0.9	0.5	1.4	
4/1	118	118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1179	1179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	344	344	-	-	-	0.3	0.3	-	0.6	6.3	0.9	0.3	1.2	
5/2	681	681	-	-	-	1.6	1.6	-	3.2	16.8	10.1	1.6	11.7	
5/3	513	513	-	-	-	2.3	0.7	-	3.0	20.9	7.2	0.7	7.9	
6/1	773	773	-	-	-	2.5	0.0	-	2.5	11.6	11.2	0.0	11.2	
6/2	792	792	-	-	-	3.2	0.0	-	3.2	14.6	11.1	0.0	11.1	
6/3	346	346	-	-	-	0.1	0.0	-	0.1	1.5	0.5	0.0	0.5	
7/1	1043	1043	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	871	871	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

10/2+10/1	489	489	-	-	-	3.0	8.3	-	11.3	83.4	7.1	8.3	15.4	
10/3	427	427	-	-	-	2.7	7.0	-	9.7	82.0	7.0	7.0	14.0	
11/1	548	548	-	-	-	0.5	0.5	-	1.0	6.4	2.3	0.5	2.7	
11/2	733	733	-	-	-	1.3	0.9	-	2.1	10.5	5.5	0.9	6.4	
11/3	530	530	-	-	-	1.9	0.4	-	2.3	15.9	7.2	0.4	7.6	
12/1	809	809	-	-	-	3.2	0.0	-	3.2	14.4	10.8	0.0	10.8	
12/2	691	691	-	-	-	3.2	0.0	-	3.2	16.4	8.3	0.0	8.3	
12/3	428	428	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	
13/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	780	760	-	-	-	4.6	19.8	-	24.4	112.8	13.3	19.8	33.2	
14/2	781	760	-	-	-	4.6	20.2	-	24.8	114.4	13.4	20.2	33.5	
15/1	874	874	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	950	950	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/3	929	929	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	155	155	155	0	0	0.0	0.1	-	0.1	3.1	0.0	0.1	0.1	
16/2+16/3	321	321	642	0	0	0.2	1.6	-	1.8	19.7	1.6	1.6	3.2	
17/1	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	1029	1029	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/2	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) 0.3 18.8 -8.3 -14.2 -14.2 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 17.57 14.05 26.51 55.67 117.25 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 60 60 60 60 														

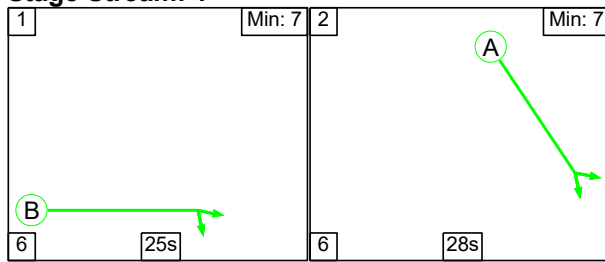
Detailed Input Data And Results

Scenario 7: '7' (FG7: '2028 AM Base + Dev', Plan 1: '1')

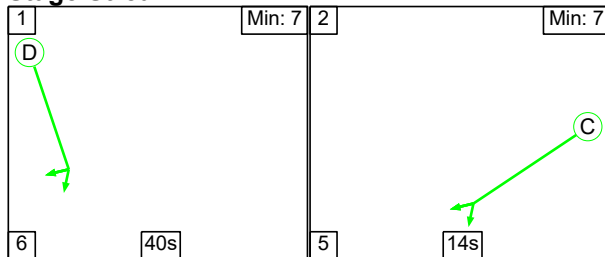
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

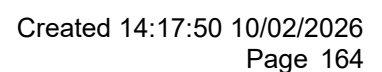
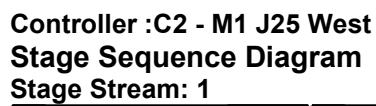
Stage	1	2
Duration	25	28
Change Point	58	24

Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	28	30	58
B	NE Circ Right Ahead	Traffic	1	25	64	24
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2



Stage Timings**Stage Stream: 1**

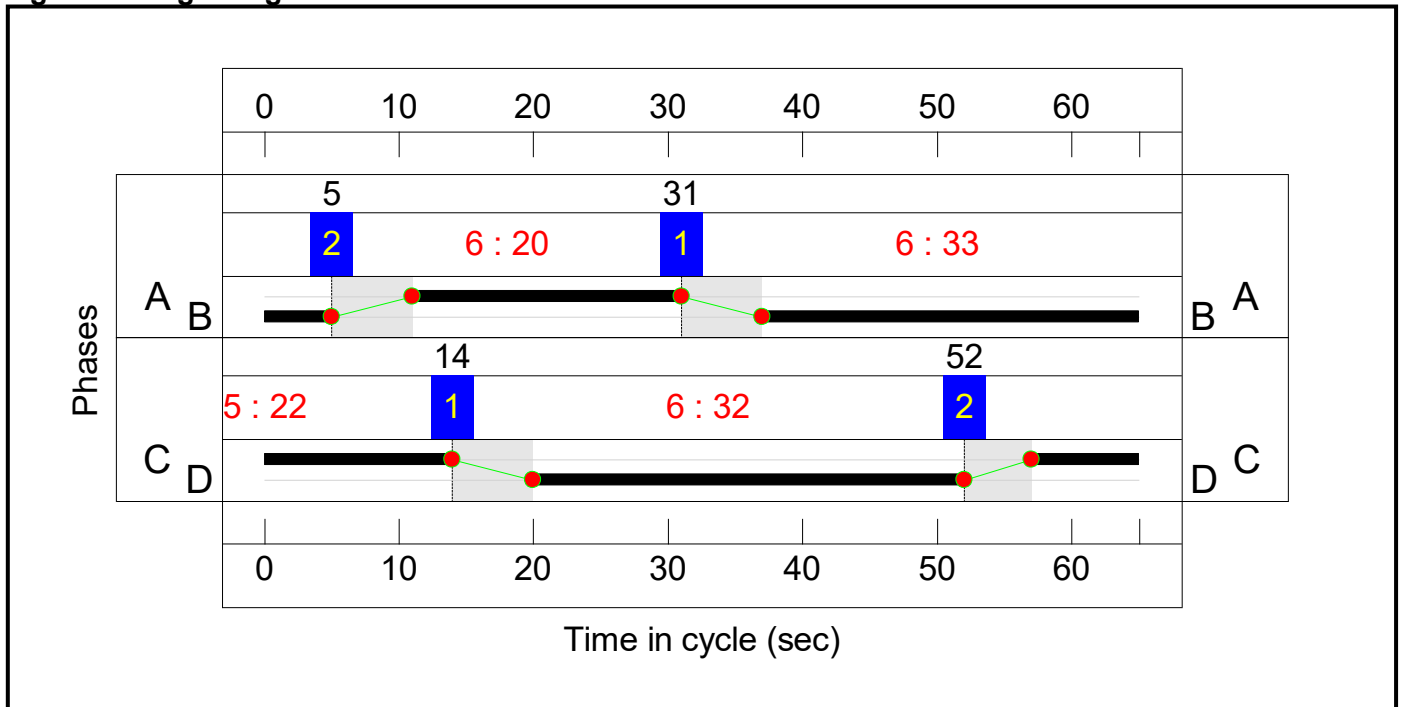
Stage	1	2
Duration	33	20
Change Point	31	5

Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

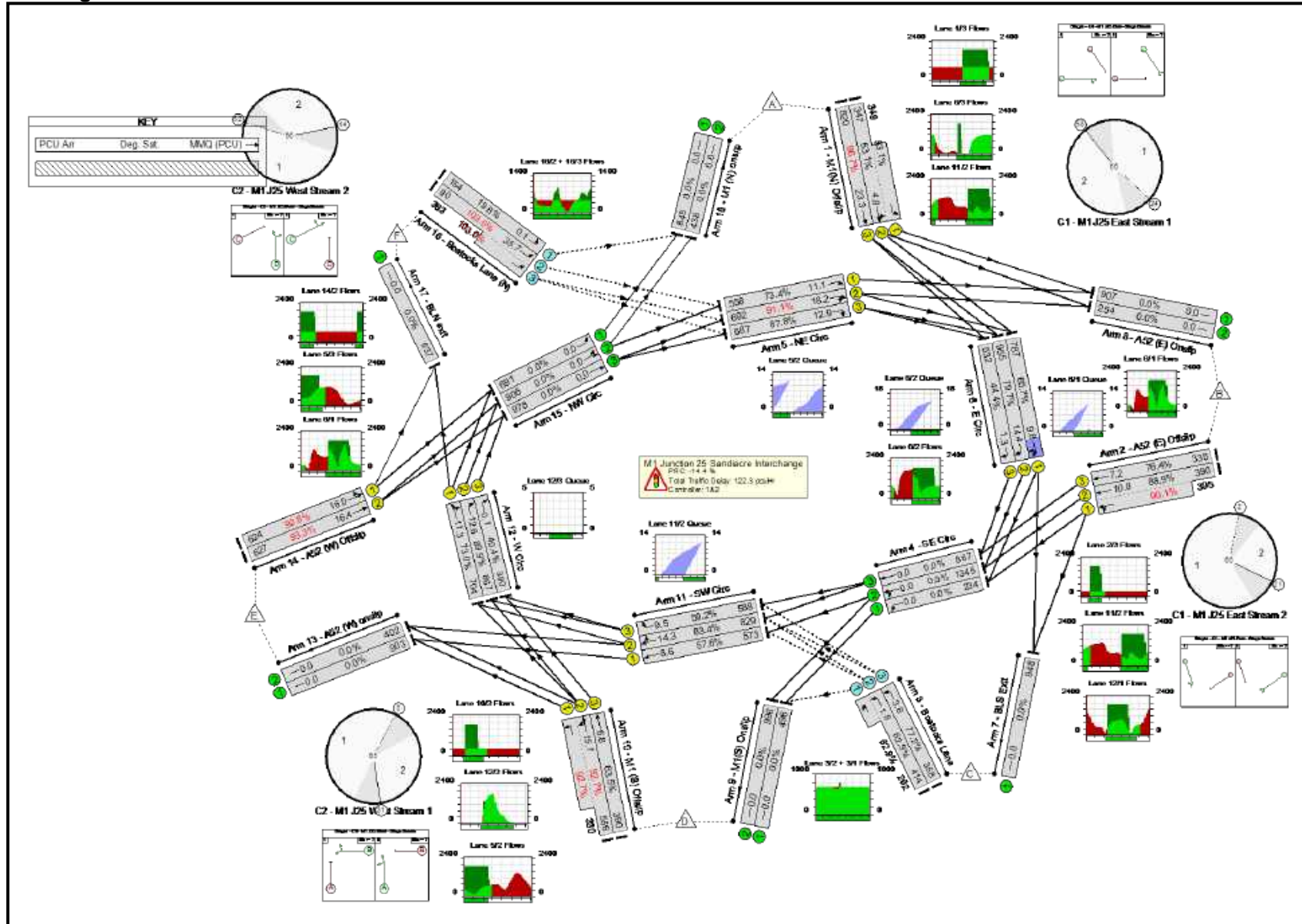
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	30	58
1/2	M1(N) Offslip Ahead Left	U	A	30	58
1/3	M1(N) Offslip Ahead	U	A	30	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	24
5/2	NE Circ Right Ahead	U	B	64	24
5/3	NE Circ Right	U	B	64	24
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Detailed Input Data And Results Network Layout Diagram



Network Results

Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	103.0%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	103.0%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	28	-	-	696	1900:1900	654+657	53.1 : 53.1%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	28	-	-	820	1900	848	96.7%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	785	1900:1900	438+438	88.9 : 90.1%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	335	1900	438	76.4%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	676	1800:1800	659+417	62.9 : 62.9%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	358	1800	464	77.2%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	234	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1354	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	868	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	25	-	-	558	1900	760	73.4%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	25	-	-	694	1900	760	91.1%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	25	-	-	677	1900	760	87.8%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	787	1900	1198	65.7%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	964	1900	1198	79.7%

Detailed Input Data And Results

6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	533	1900	1198	44.4%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	948	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	907	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	254	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	496	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1004	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	886	1900:1900	600+356	92.7 : 92.7%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	390	1900	614	63.5%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	573	1900	994	57.6%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	829	1900	994	83.4%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	588	1900	994	59.2%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	704	1900	965	73.0%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	867	1900	965	89.9%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	390	1900	965	40.4%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	903	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	402	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	624	1900	672	92.8%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	22	-	-	627	1900	672	93.3%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	691	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	906	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	978	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	154	1800	777	19.8%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	483	1800:1800	87+382	103.0 : 103.0%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	845	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	438	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	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 25 Sandiacre Interchange	-	-	2807	0	0	59.4	63.0	0.0	122.3	-	-	-	-	
M1 Junction 25 Sandiacre Interchange	-	-	2807	0	0	59.4	63.0	0.0	122.3	-	-	-	-	
1/2+1/1	696	696	-	-	-	2.4	0.6	-	2.9	15.1	4.3	0.6	4.8	
1/3	820	820	-	-	-	4.0	9.0	-	13.0	57.0	14.4	9.0	23.3	
2/2+2/1	785	785	-	-	-	5.3	3.9	-	9.2	42.3	6.9	3.9	10.8	
2/3	335	335	-	-	-	2.2	1.6	-	3.7	40.2	5.6	1.6	7.2	
3/2+3/1	676	676	1352	0	0	0.0	0.8	-	0.8	4.5	0.9	0.8	1.8	
3/3	358	358	358	0	0	0.1	1.6	-	1.8	18.0	2.2	1.6	3.8	
4/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1345	1345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	558	558	-	-	-	2.1	1.4	-	3.5	22.4	9.8	1.4	11.1	
5/2	692	692	-	-	-	4.2	4.5	-	8.7	45.0	11.7	4.5	16.2	
5/3	667	667	-	-	-	3.3	3.4	-	6.7	35.9	9.5	3.4	12.9	
6/1	787	787	-	-	-	1.7	0.0	-	1.7	7.9	9.8	0.0	9.8	
6/2	955	955	-	-	-	3.2	0.0	-	3.2	11.9	14.4	0.0	14.4	
6/3	532	532	-	-	-	0.3	0.0	-	0.3	2.2	1.3	0.0	1.3	
7/1	948	948	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	907	907	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	996	996	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

10/2+10/1	886	886	-	-	-	4.9	5.5	-	10.4	42.3	9.6	5.5	15.1	
10/3	390	390	-	-	-	2.0	0.9	-	2.9	26.7	6.0	0.9	6.8	
11/1	573	573	-	-	-	2.7	0.7	-	3.4	21.2	8.0	0.7	8.6	
11/2	829	829	-	-	-	3.9	2.4	-	6.3	27.5	11.8	2.4	14.3	
11/3	588	588	-	-	-	1.7	0.7	-	2.4	14.9	8.8	0.7	9.5	
12/1	704	704	-	-	-	3.2	0.0	-	3.2	16.2	11.3	0.0	11.3	
12/2	867	867	-	-	-	4.2	0.0	-	4.2	17.5	12.6	0.0	12.6	
12/3	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	
13/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	624	624	-	-	-	3.5	5.3	-	8.8	50.8	10.7	5.3	16.0	
14/2	627	627	-	-	-	3.5	5.6	-	9.1	52.2	10.8	5.6	16.4	
15/1	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	906	906	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/3	978	978	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	154	154	154	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	
16/2+16/3	483	472	943	0	0	1.0	15.0	-	16.0	119.5	20.6	15.0	35.7	
17/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/2	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) -7.5 -0.1 -3.0 -3.6 -14.4 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 34.69 18.16 25.43 25.27 122.35 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 65 65 65 65 														

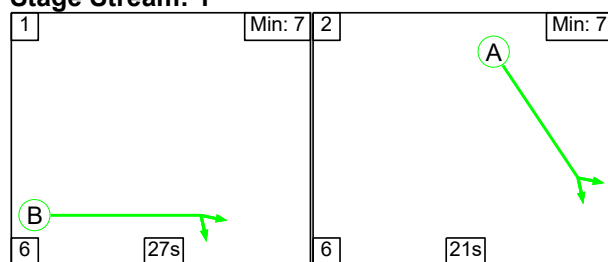
Detailed Input Data And Results

Scenario 8: '8' (FG8: '2028 PM Base + Dev', Plan 1: '1')

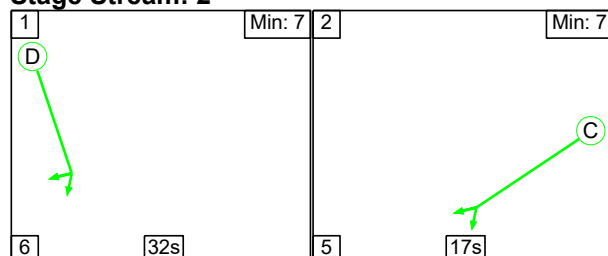
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

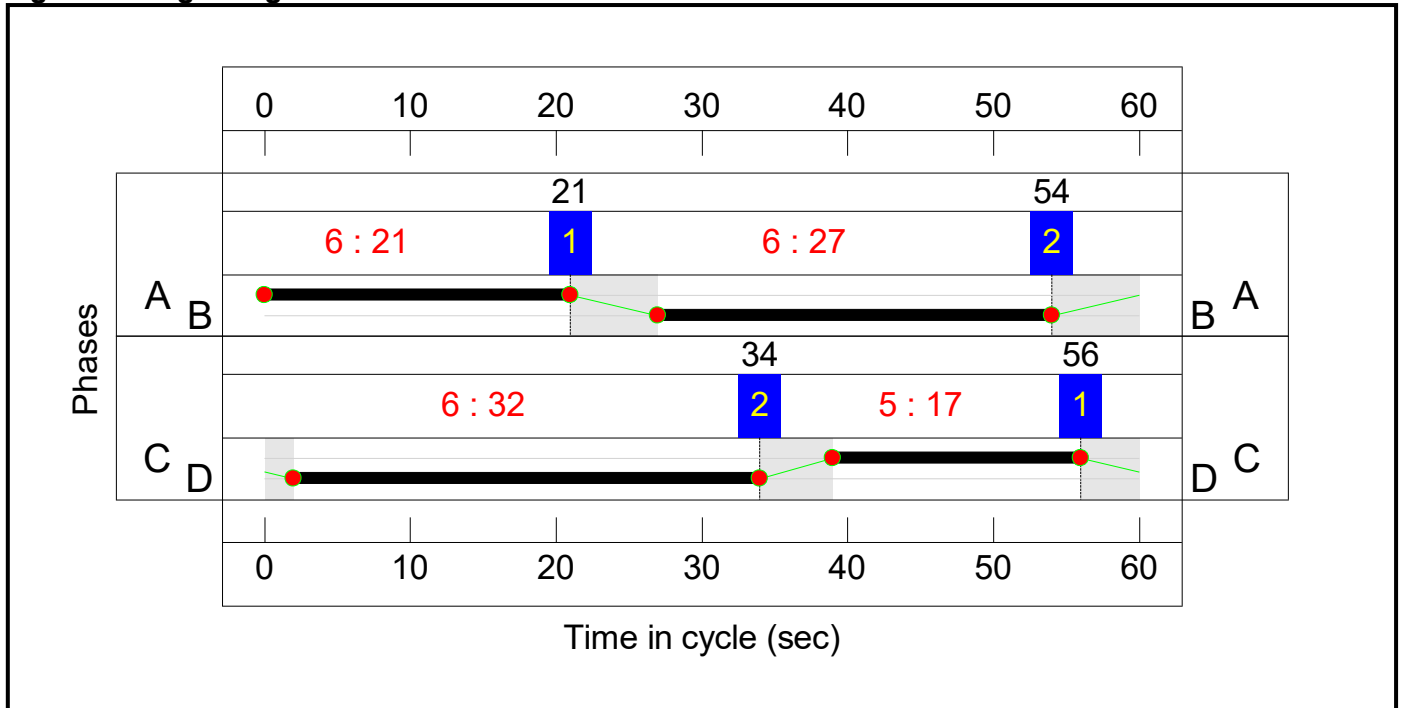
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

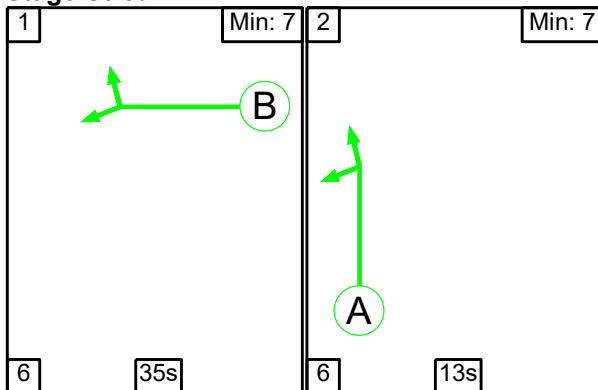
Signal Timings Diagram



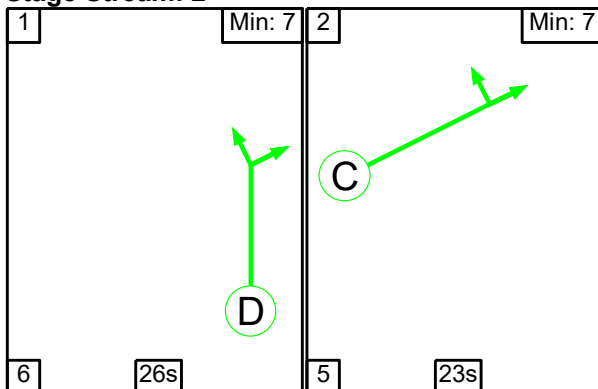
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings**Stage Stream: 1**

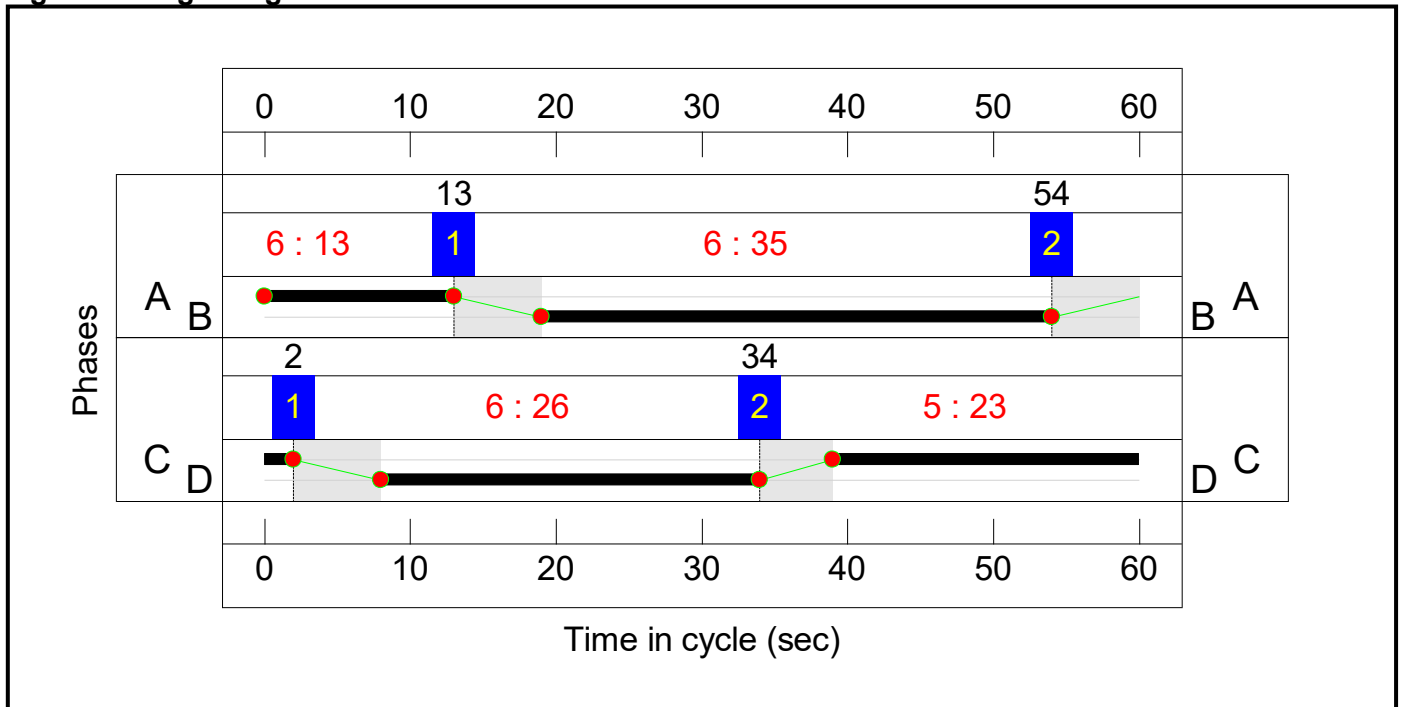
Stage	1	2
Duration	35	13
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

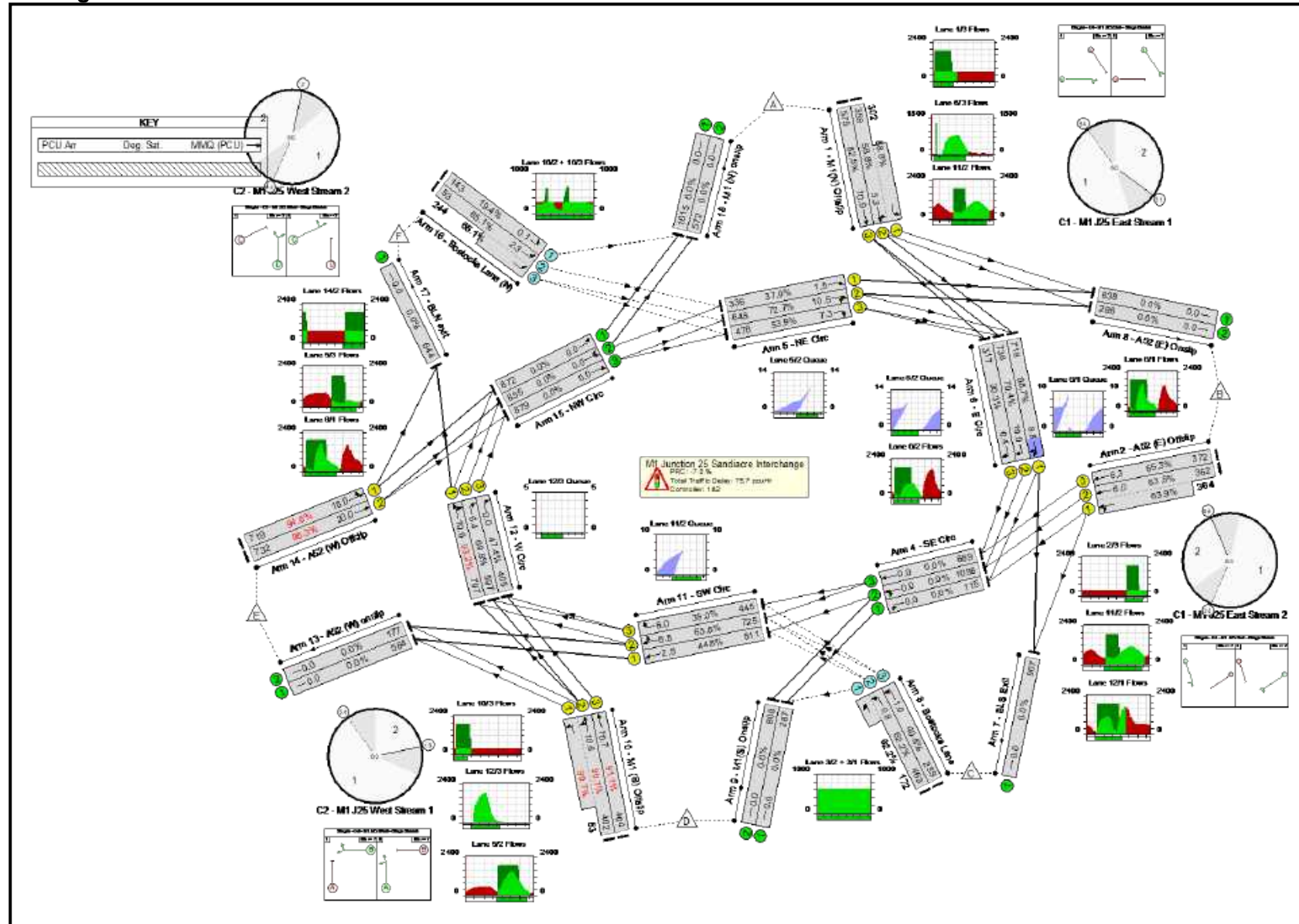
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	13	0	13
B	SW Circ Right Ahead	Traffic	1	35	19	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	13
10/2	M1 (S) Offslip Ahead Left	U	A	0	13
10/3	M1 (S) Offslip Ahead	U	A	0	13
11/1	SW Circ Ahead	U	B	19	54
11/2	SW Circ Right Ahead	U	B	19	54
11/3	SW Circ Right	U	B	19	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Detailed Input Data And Results Network Layout Diagram



Network Results

Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	96.3%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	96.3%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	661	1900:1900	610+513	58.8 : 58.8%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	575	1900	697	82.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	726	1900:1900	570+570	63.5 : 63.9%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	372	1900	570	65.3%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	635	1800:1800	745+277	62.2 : 62.2%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	239	1800	586	40.8%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	115	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1098	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	689	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	336	1900	887	37.9%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	645	1900	887	72.7%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	478	1900	887	53.9%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	718	1900	1045	68.7%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	736	1900	1045	70.4%

Detailed Input Data And Results

6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	317	1900	1045	30.3%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	967	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	638	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	286	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	287	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	808	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	455	1900:1900	443+58	90.7 : 90.7%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	404	1900	443	91.1%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	511	1900	1140	44.8%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	725	1900	1140	63.6%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	445	1900	1140	39.0%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	797	1900	855	93.2%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	597	1900	855	69.8%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	405	1900	855	47.4%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	564	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	177	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	719	1900	760	94.6%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	23	-	-	732	1900	760	96.3%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	872	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	855	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	879	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	143	1800	739	19.4%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	297	1800:1800	81+375	65.1 : 65.1%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	644	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1015	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	572	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	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 25 Sandiacre Interchange	-	-	2246	0	0	41.6	34.0	0.0	75.7	-	-	-	-	
M1 Junction 25 Sandiacre Interchange	-	-	2246	0	0	41.6	34.0	0.0	75.7	-	-	-	-	
1/2+1/1	661	661	-	-	-	2.7	0.7	-	3.4	18.5	4.6	0.7	5.3	
1/3	575	575	-	-	-	2.8	2.3	-	5.0	31.5	8.6	2.3	10.9	
2/2+2/1	726	726	-	-	-	3.7	0.9	-	4.5	22.5	5.2	0.9	6.0	
2/3	372	372	-	-	-	1.9	0.9	-	2.8	27.3	5.4	0.9	6.3	
3/2+3/1	635	635	1270	0	0	0.0	0.8	-	0.8	4.6	0.0	0.8	0.8	
3/3	239	239	239	0	0	0.0	0.3	-	0.4	5.5	0.7	0.3	1.0	
4/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1098	1098	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	336	336	-	-	-	0.3	0.3	-	0.6	6.9	1.2	0.3	1.5	
5/2	645	645	-	-	-	1.4	1.3	-	2.8	15.4	9.1	1.3	10.5	
5/3	478	478	-	-	-	2.1	0.6	-	2.7	20.4	6.7	0.6	7.3	
6/1	718	718	-	-	-	2.3	0.0	-	2.3	11.5	8.8	0.0	8.8	
6/2	736	736	-	-	-	3.0	0.0	-	3.0	14.4	10.0	0.0	10.0	
6/3	317	317	-	-	-	0.1	0.0	-	0.1	1.4	0.4	0.0	0.4	
7/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

10/2+10/1	455	455	-	-	-	2.8	4.1	-	6.9	54.6	6.5	4.1	10.6	
10/3	404	404	-	-	-	2.5	4.2	-	6.7	60.1	6.5	4.2	10.7	
11/1	511	511	-	-	-	0.5	0.4	-	0.9	6.1	2.1	0.4	2.5	
11/2	725	725	-	-	-	1.4	0.9	-	2.3	11.3	5.9	0.9	6.8	
11/3	445	445	-	-	-	1.5	0.3	-	1.8	14.4	5.7	0.3	6.0	
12/1	797	797	-	-	-	3.3	0.0	-	3.3	15.1	10.6	0.0	10.6	
12/2	597	597	-	-	-	2.2	0.0	-	2.2	13.6	6.4	0.0	6.4	
12/3	405	405	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	
13/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	719	719	-	-	-	3.5	6.6	-	10.1	50.6	11.4	6.6	18.0	
14/2	732	732	-	-	-	3.6	8.2	-	11.8	58.1	11.8	8.2	20.0	
15/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/3	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	143	143	143	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	
16/2+16/3	297	297	594	0	0	0.1	0.9	-	1.0	12.3	1.4	0.9	2.3	
17/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	1015	1015	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/2	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) 9.0 27.8 -1.3 -7.0 -7.0 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 14.54 12.72 18.56 27.51 75.65 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 60 60 60 60 														

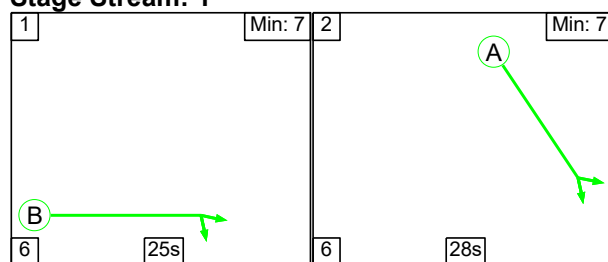
Detailed Input Data And Results

Scenario 9: '9' (FG9: '2041 AM Base + Dev', Plan 1: '1')

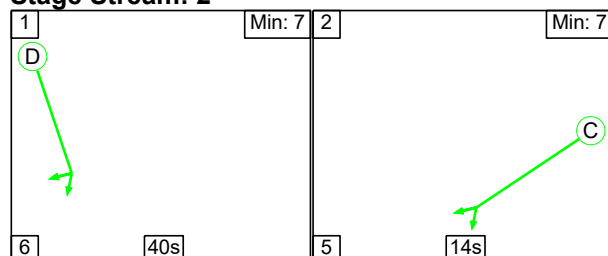
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	28
Change Point	58	24

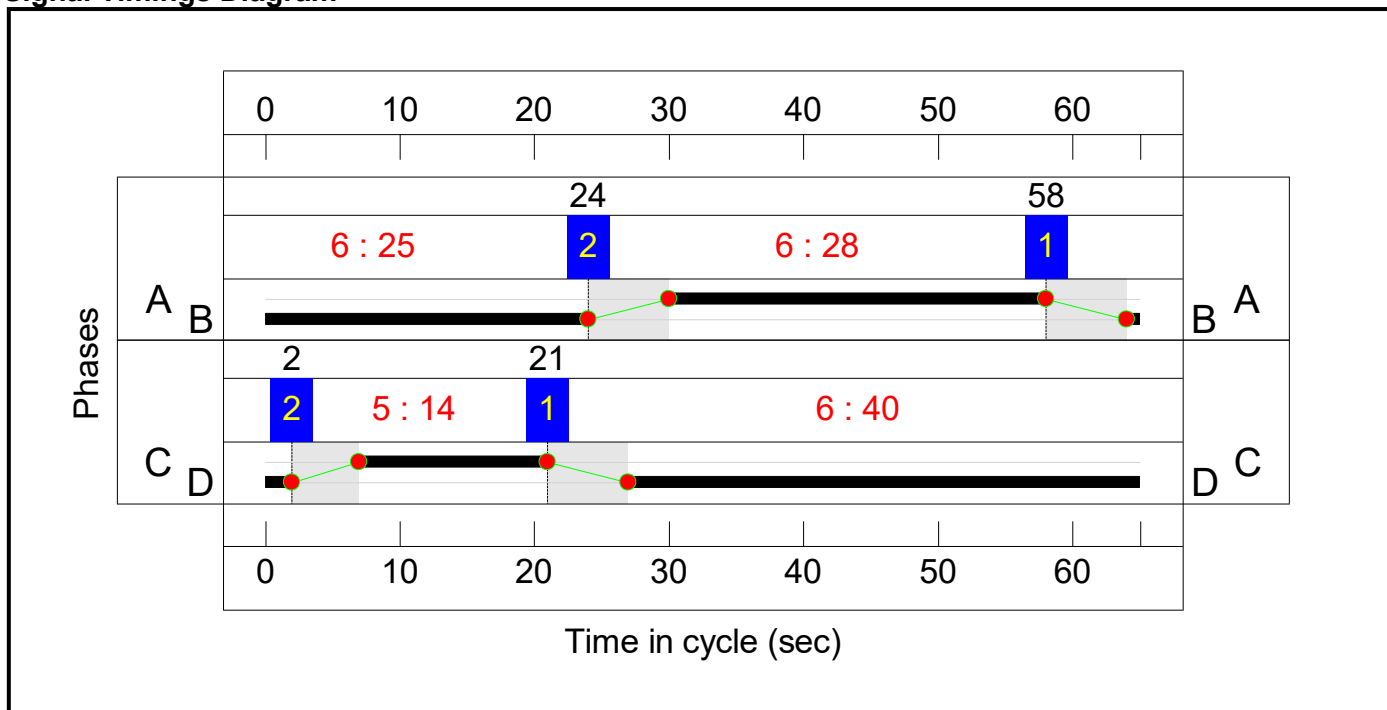
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	28	30	58
B	NE Circ Right Ahead	Traffic	1	25	64	24
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

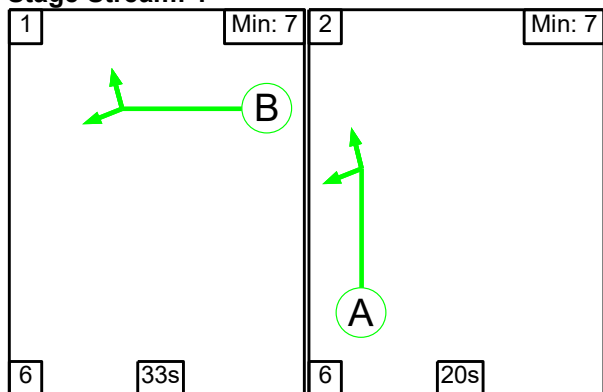
Signal Timings Diagram



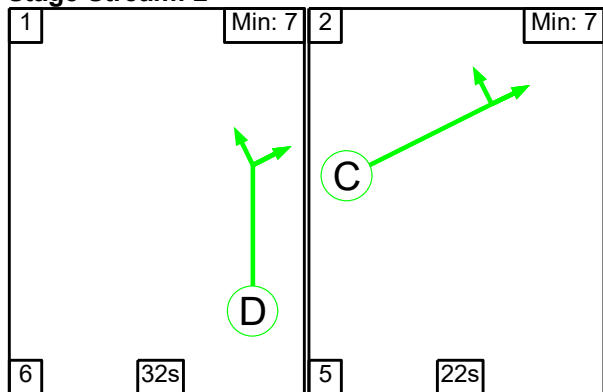
Controller : C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings**Stage Stream: 1**

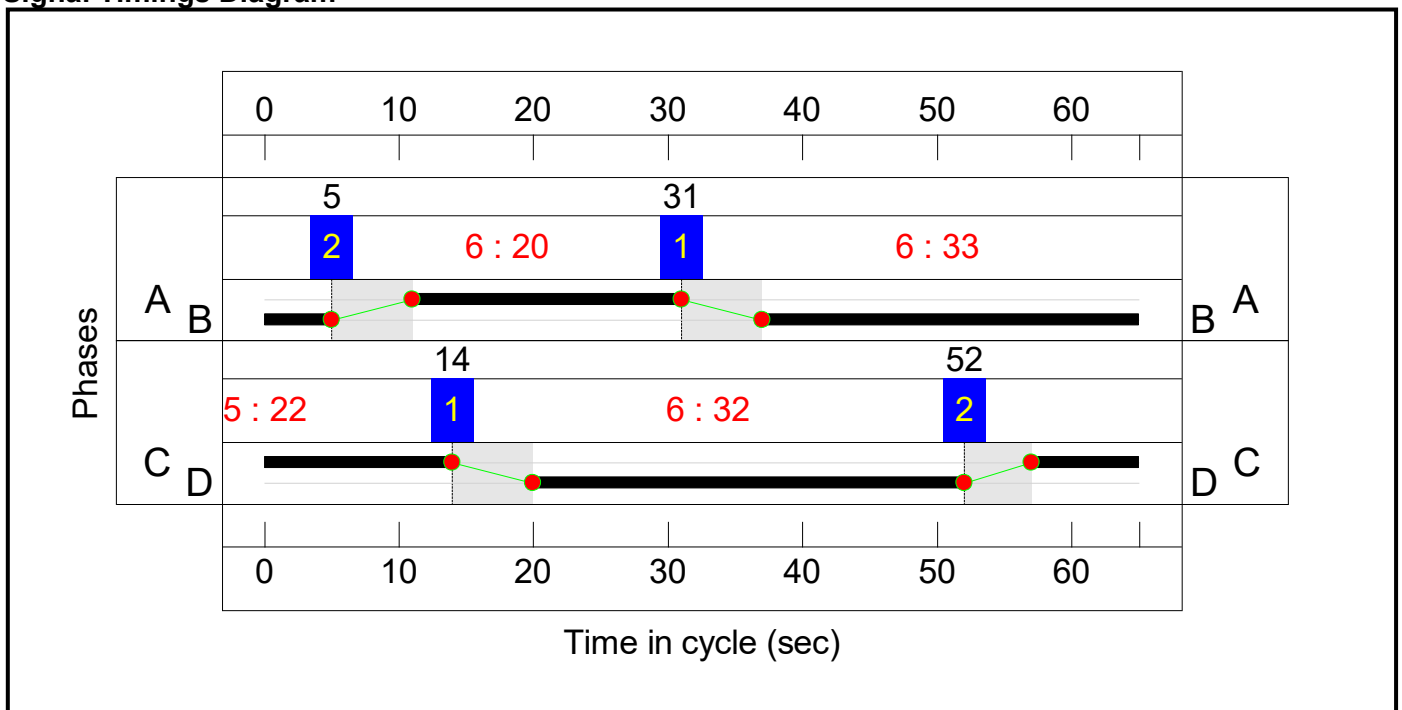
Stage	1	2
Duration	33	20
Change Point	31	5

Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

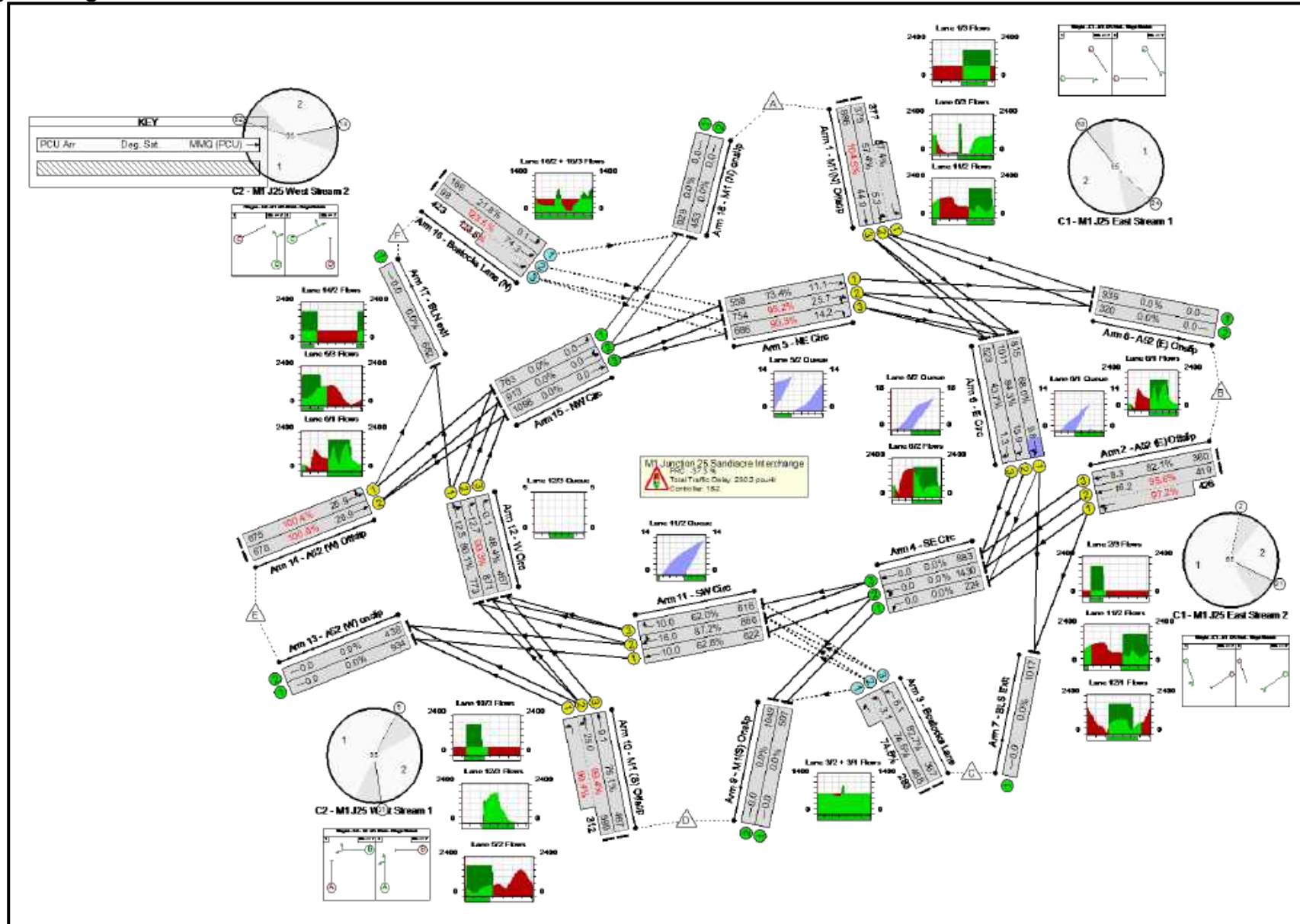
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	30	58
1/2	M1(N) Offslip Ahead Left	U	A	30	58
1/3	M1(N) Offslip Ahead	U	A	30	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	24
5/2	NE Circ Right Ahead	U	B	64	24
5/3	NE Circ Right	U	B	64	24
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Detailed Input Data And Results Network Layout Diagram



Network Results

Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	123.5%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	123.5%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	28	-	-	752	1900:1900	654+657	57.4 : 57.4%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	28	-	-	886	1900	848	104.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	845	1900:1900	438+438	95.6 : 97.2%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	360	1900	438	82.1%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	751	1800:1800	628+380	74.5 : 74.5%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	367	1800	444	82.7%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	224	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1513	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	911	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	25	-	-	558	1900	760	73.4%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	25	-	-	767	1900	760	99.2%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	25	-	-	759	1900	760	90.3%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	822	1900	1198	68.0%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	1094	1900	1198	84.3%

Detailed Input Data And Results

6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	551	1900	1198	43.7%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1024	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	935	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	320	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	507	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1112	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	911	1900:1900	602+314	99.4 : 99.4%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	467	1900	614	76.1%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	642	1900	994	62.6%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	889	1900	994	87.2%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	616	1900	994	62.0%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	779	1900	965	80.1%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	871	1900	965	90.3%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	467	1900	965	48.4%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	954	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	454	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	675	1900	672	100.4%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	22	-	-	678	1900	672	100.8%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	765	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	913	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	1103	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	166	1800	762	21.8%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	521	1800:1800	79+342	123.5 : 123.5%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	689	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	931	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	453	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	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 25 Sandiacre Interchange	-	-	2916	0	0	69.3	160.9	0.0	230.2	-	-	-	-	
M1 Junction 25 Sandiacre Interchange	-	-	2916	0	0	69.3	160.9	0.0	230.2	-	-	-	-	
1/2+1/1	752	752	-	-	-	2.6	0.7	-	3.3	15.6	4.6	0.7	5.3	
1/3	886	848	-	-	-	5.3	27.3	-	32.6	132.5	16.7	27.3	44.0	
2/2+2/1	845	845	-	-	-	5.8	8.6	-	14.4	61.4	7.6	8.6	16.2	
2/3	360	360	-	-	-	2.4	2.2	-	4.5	45.5	6.1	2.2	8.3	
3/2+3/1	751	751	1502	0	0	0.0	1.4	-	1.5	7.0	1.7	1.4	3.1	
3/3	367	367	367	0	0	0.2	2.3	-	2.5	24.2	2.9	2.3	5.1	
4/1	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1430	1430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	883	883	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	558	558	-	-	-	2.1	1.4	-	3.4	22.2	9.7	1.4	11.1	
5/2	754	754	-	-	-	4.7	12.3	-	17.0	81.2	13.4	12.3	25.7	
5/3	686	686	-	-	-	3.5	4.2	-	7.7	40.3	10.1	4.2	14.2	
6/1	815	815	-	-	-	1.7	0.0	-	1.7	7.4	9.8	0.0	9.8	
6/2	1011	1011	-	-	-	3.5	0.0	-	3.5	12.6	15.9	0.0	15.9	
6/3	523	523	-	-	-	0.4	0.0	-	0.4	2.5	1.3	0.0	1.3	
7/1	1017	1017	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1049	1049	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

10/2+10/1	911	911	-	-	-	5.2	13.8	-	19.0	75.1	11.2	13.8	25.0	
10/3	467	467	-	-	-	2.6	1.6	-	4.1	31.8	7.5	1.6	9.1	
11/1	622	622	-	-	-	3.2	0.8	-	4.0	23.2	9.2	0.8	10.0	
11/2	866	866	-	-	-	4.1	3.2	-	7.3	30.4	12.8	3.2	16.0	
11/3	616	616	-	-	-	1.8	0.8	-	2.6	15.1	9.2	0.8	10.0	
12/1	773	773	-	-	-	3.6	0.0	-	3.6	17.0	12.5	0.0	12.5	
12/2	871	871	-	-	-	4.4	0.0	-	4.4	18.2	12.7	0.0	12.7	
12/3	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	
13/1	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	675	672	-	-	-	4.0	13.7	-	17.7	94.5	12.2	13.7	25.9	
14/2	678	672	-	-	-	4.2	14.5	-	18.7	99.1	12.3	14.5	26.9	
15/1	763	763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	913	913	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/3	1098	1098	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	166	166	166	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	
16/2+16/3	521	440	881	0	0	4.1	52.1	-	56.2	388.2	22.2	52.1	74.3	
17/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	929	929	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%) -16.1 -8.0 -10.5 -12.1 -37.3 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 63.99 24.51 37.03 44.44 230.23 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 65 65 65 65														

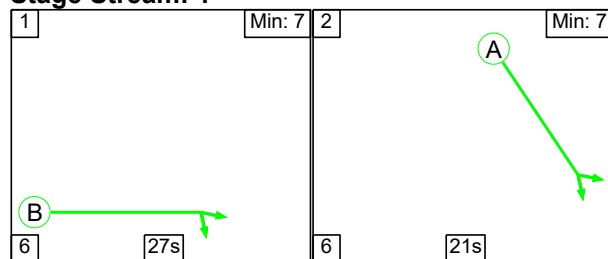
Detailed Input Data And Results

Scenario 10: '10' (FG10: '2041 PM Base + Dev', Plan 1: '1')

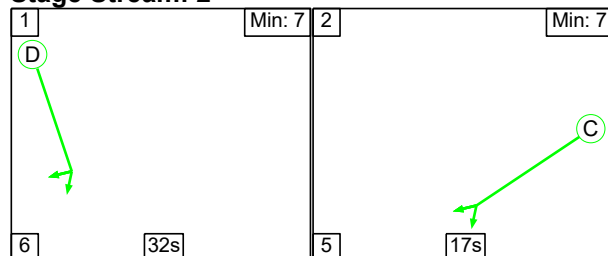
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

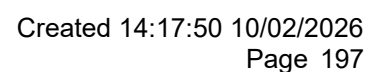
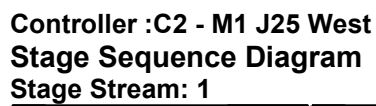
Stage	1	2
Duration	27	21
Change Point	21	54

Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34



Stage Timings**Stage Stream: 1**

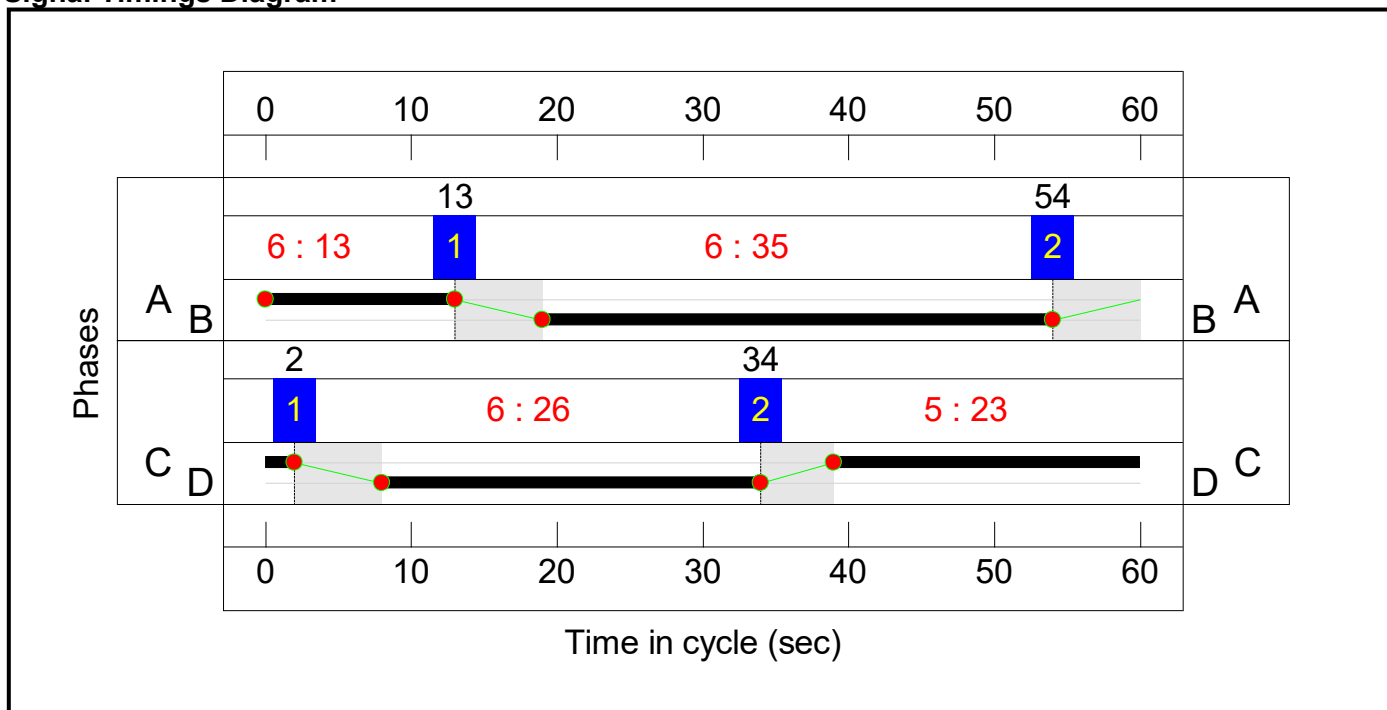
Stage	1	2
Duration	35	13
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

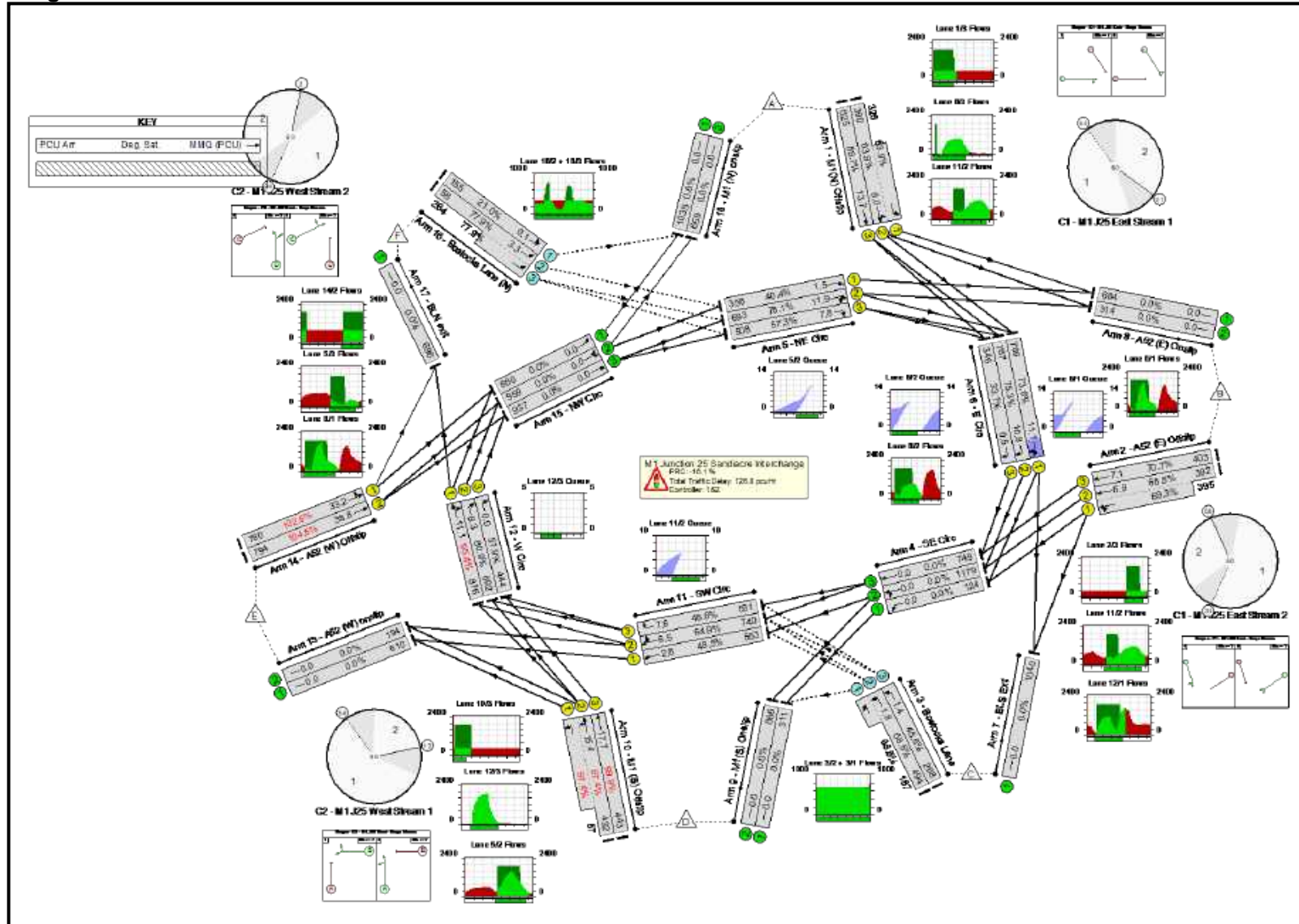
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	13	0	13
B	SW Circ Right Ahead	Traffic	1	35	19	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	13
10/2	M1 (S) Offslip Ahead Left	U	A	0	13
10/3	M1 (S) Offslip Ahead	U	A	0	13
11/1	SW Circ Ahead	U	B	19	54
11/2	SW Circ Right Ahead	U	B	19	54
11/3	SW Circ Right	U	B	19	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Detailed Input Data And Results Network Layout Diagram



Network Results

Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	104.5%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	104.5%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	716	1900:1900	611+510	63.9 : 63.9%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	625	1900	697	89.7%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	787	1900:1900	570+570	68.8 : 69.3%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	403	1900	570	70.7%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	681	1800:1800	721+273	68.5 : 68.5%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	268	1800	552	48.6%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	124	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1191	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	749	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	359	1900	887	40.4%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	703	1900	887	78.1%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	520	1900	887	57.3%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	779	1900	1045	73.6%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	799	1900	1045	75.3%

Detailed Input Data And Results

6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	346	1900	1045	33.1%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1050	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	685	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	314	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	311	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	878	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	489	1900:1900	443+58	97.4 : 97.4%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	443	1900	443	99.9%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	553	1900	1140	48.5%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	740	1900	1140	64.9%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	531	1900	1140	46.6%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	816	1900	855	95.4%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	692	1900	855	80.9%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	444	1900	855	51.9%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	610	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	194	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	780	1900	760	102.6%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	23	-	-	794	1900	760	104.5%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	897	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	971	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	959	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	155	1800	737	21.0%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	322	1800:1800	74+339	77.9 : 77.9%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	699	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1052	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	670	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	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 25 Sandiacre Interchange	-	-	2429	0	0	48.2	78.6	0.0	126.8	-	-	-	-	
M1 Junction 25 Sandiacre Interchange	-	-	2429	0	0	48.2	78.6	0.0	126.8	-	-	-	-	
1/2+1/1	716	716	-	-	-	3.0	0.9	-	3.8	19.3	5.1	0.9	6.0	
1/3	625	625	-	-	-	3.1	3.9	-	7.0	40.6	9.7	3.9	13.7	
2/2+2/1	787	787	-	-	-	4.1	1.1	-	5.2	23.6	5.8	1.1	6.9	
2/3	403	403	-	-	-	2.1	1.2	-	3.3	29.3	5.9	1.2	7.1	
3/2+3/1	681	681	1362	0	0	0.0	1.1	-	1.1	5.7	0.7	1.1	1.8	
3/3	268	268	268	0	0	0.0	0.5	-	0.5	6.9	1.0	0.5	1.4	
4/1	124	124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1179	1179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	358	358	-	-	-	0.3	0.3	-	0.7	6.8	1.2	0.3	1.5	
5/2	693	693	-	-	-	1.6	1.8	-	3.3	17.2	10.2	1.8	11.9	
5/3	508	508	-	-	-	2.3	0.7	-	2.9	20.8	7.1	0.7	7.8	
6/1	769	769	-	-	-	2.5	0.0	-	2.5	11.5	11.1	0.0	11.1	
6/2	787	787	-	-	-	3.2	0.0	-	3.2	14.5	10.8	0.0	10.8	
6/3	346	346	-	-	-	0.1	0.0	-	0.1	1.5	0.5	0.0	0.5	
7/1	1040	1040	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

10/2+10/1	489	489	-	-	-	3.0	8.3	-	11.3	83.4	7.1	8.3	15.4	
10/3	443	443	-	-	-	2.8	10.4	-	13.3	107.8	7.3	10.4	17.7	
11/1	553	553	-	-	-	0.5	0.5	-	1.0	6.5	2.4	0.5	2.8	
11/2	740	740	-	-	-	1.3	0.9	-	2.2	10.8	5.6	0.9	6.5	
11/3	531	531	-	-	-	1.9	0.4	-	2.3	15.8	7.2	0.4	7.6	
12/1	816	816	-	-	-	3.3	0.0	-	3.3	14.6	11.1	0.0	11.1	
12/2	692	692	-	-	-	3.2	0.0	-	3.2	16.5	8.3	0.0	8.3	
12/3	444	444	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0	
13/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	780	760	-	-	-	4.6	19.8	-	24.4	112.8	13.3	19.8	33.2	
14/2	794	760	-	-	-	5.2	25.0	-	30.1	136.6	13.8	25.0	38.8	
15/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	959	959	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/3	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	155	155	155	0	0	0.0	0.1	-	0.1	3.1	0.0	0.1	0.1	
16/2+16/3	322	322	644	0	0	0.2	1.7	-	1.9	20.8	1.6	1.7	3.3	
17/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	1035	1035	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/2	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%) 0.3 19.5 -11.0 -16.1 -16.1 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 17.80 14.20 30.15 61.07 126.81 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60														

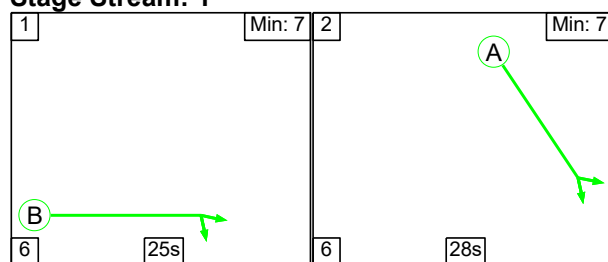
Detailed Input Data And Results

Scenario 11: '11' (FG11: '2028 AM Base SENS', Plan 1: '1')

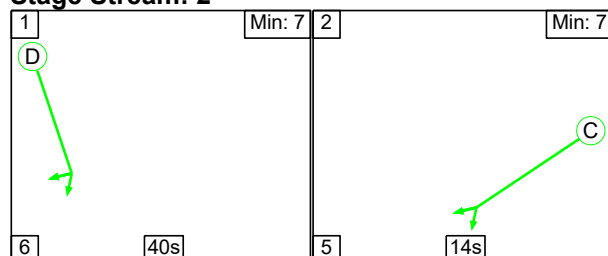
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

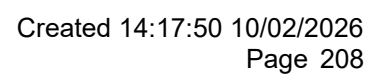
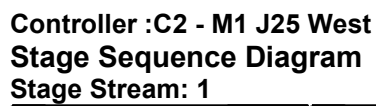
Stage	1	2
Duration	25	28
Change Point	58	24

Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	28	30	58
B	NE Circ Right Ahead	Traffic	1	25	64	24
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2



Stage Timings**Stage Stream: 1**

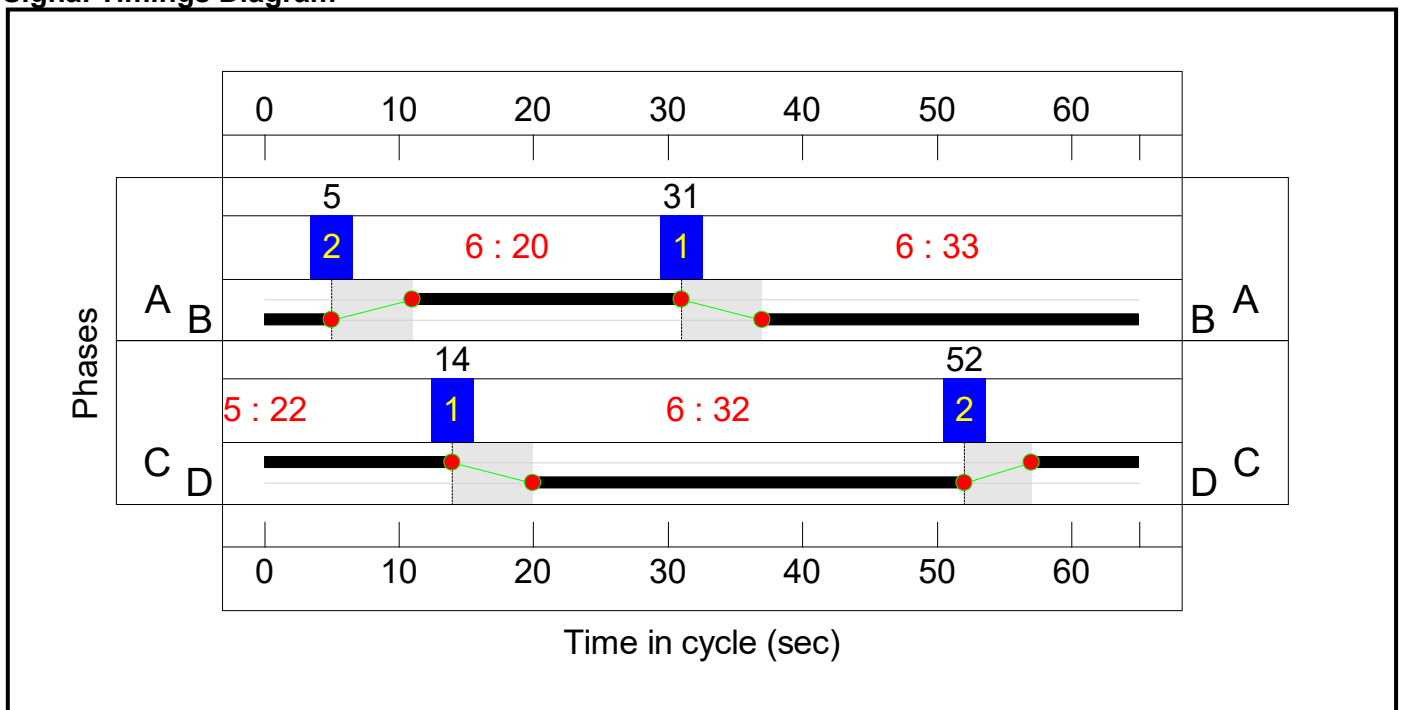
Stage	1	2
Duration	33	20
Change Point	31	5

Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

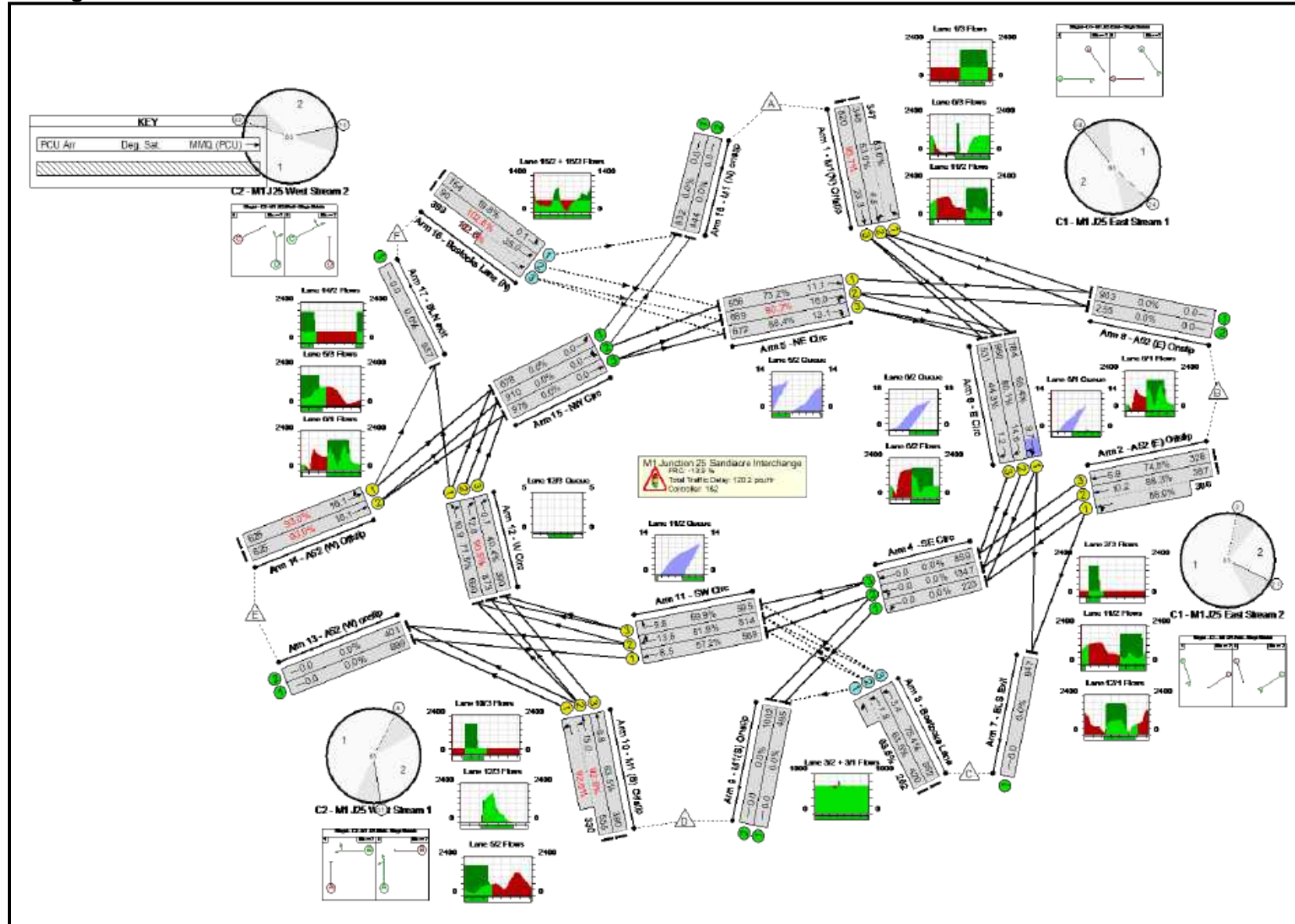
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	30	58
1/2	M1(N) Offslip Ahead Left	U	A	30	58
1/3	M1(N) Offslip Ahead	U	A	30	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	24
5/2	NE Circ Right Ahead	U	B	64	24
5/3	NE Circ Right	U	B	64	24
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Detailed Input Data And Results Network Layout Diagram



Network Results

Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	102.6%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	102.6%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	28	-	-	695	1900:1900	657+655	53.0 : 53.0%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	28	-	-	820	1900	848	96.7%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	773	1900:1900	438+438	88.3 : 88.0%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	328	1900	438	74.8%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	682	1800:1800	661+412	63.5 : 63.5%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	352	1800	467	75.4%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	223	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1355	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	860	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	25	-	-	556	1900	760	73.2%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	25	-	-	691	1900	760	90.7%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	25	-	-	680	1900	760	88.4%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	784	1900	1198	65.4%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	968	1900	1198	80.1%

Detailed Input Data And Results

6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	532	1900	1198	44.3%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	947	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	903	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	255	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	485	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1009	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	885	1900:1900	600+357	92.6 : 92.6%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	390	1900	614	63.5%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	569	1900	994	57.2%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	814	1900	994	81.9%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	595	1900	994	59.9%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	690	1900	965	71.5%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	873	1900	965	90.5%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	390	1900	965	40.4%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	899	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	401	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	625	1900	672	93.0%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	22	-	-	625	1900	672	93.0%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	678	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	910	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	978	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	154	1800	780	19.8%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	483	1800:1800	88+383	102.6 : 102.6%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	832	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	444	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	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 25 Sandiacre Interchange	-	-	2816	0	0	59.0	61.2	0.0	120.2	-	-	-	-	
M1 Junction 25 Sandiacre Interchange	-	-	2816	0	0	59.0	61.2	0.0	120.2	-	-	-	-	
1/2+1/1	695	695	-	-	-	2.4	0.6	-	2.9	15.1	4.3	0.6	4.8	
1/3	820	820	-	-	-	4.0	9.0	-	13.0	57.0	14.4	9.0	23.3	
2/2+2/1	773	773	-	-	-	5.2	3.5	-	8.7	40.4	6.7	3.5	10.2	
2/3	328	328	-	-	-	2.1	1.4	-	3.6	39.1	5.5	1.4	6.9	
3/2+3/1	682	682	1364	0	0	0.0	0.9	-	0.9	4.6	0.9	0.9	1.8	
3/3	352	352	352	0	0	0.1	1.5	-	1.6	16.7	1.9	1.5	3.4	
4/1	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1347	1347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	556	556	-	-	-	2.1	1.3	-	3.4	22.1	9.7	1.3	11.1	
5/2	689	689	-	-	-	4.1	4.4	-	8.5	44.3	11.7	4.4	16.0	
5/3	672	672	-	-	-	3.3	3.5	-	6.9	36.7	9.6	3.5	13.1	
6/1	784	784	-	-	-	1.7	0.0	-	1.7	7.8	9.7	0.0	9.7	
6/2	960	960	-	-	-	3.2	0.0	-	3.2	12.0	14.6	0.0	14.6	
6/3	531	531	-	-	-	0.3	0.0	-	0.3	2.1	1.2	0.0	1.2	
7/1	947	947	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1002	1002	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

10/2+10/1	885	885	-	-	-	4.9	5.4	-	10.3	41.9	9.6	5.4	15.0	
10/3	390	390	-	-	-	2.0	0.9	-	2.9	26.7	6.0	0.9	6.8	
11/1	569	569	-	-	-	2.7	0.7	-	3.4	21.3	7.8	0.7	8.5	
11/2	814	814	-	-	-	3.8	2.2	-	6.0	26.6	11.4	2.2	13.6	
11/3	595	595	-	-	-	1.8	0.7	-	2.5	15.2	9.0	0.7	9.8	
12/1	690	690	-	-	-	3.0	0.0	-	3.0	15.7	10.9	0.0	10.9	
12/2	873	873	-	-	-	4.3	0.0	-	4.3	17.7	12.8	0.0	12.8	
12/3	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	
13/1	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	625	625	-	-	-	3.5	5.4	-	8.9	51.2	10.8	5.4	16.1	
14/2	625	625	-	-	-	3.5	5.4	-	8.9	51.2	10.8	5.4	16.1	
15/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	910	910	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/3	978	978	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	154	154	154	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	
16/2+16/3	483	473	946	0	0	0.9	14.4	-	15.3	114.2	20.6	14.4	35.0	
17/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/2	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) -7.5 2.0 -2.8 -3.3 -13.9 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 34.65 17.47 25.07 25.10 120.23 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 65 65 65 65 														

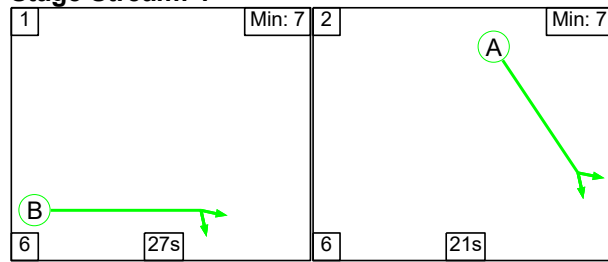
Detailed Input Data And Results

Scenario 12: '12' (FG12: '2028 PM Base SENS', Plan 1: '1')

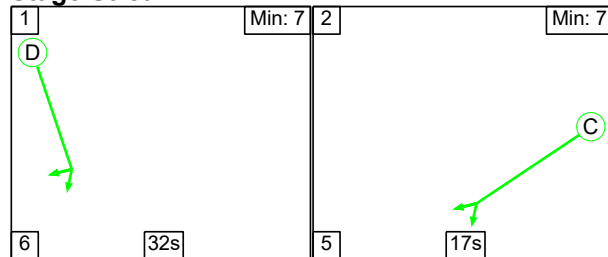
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

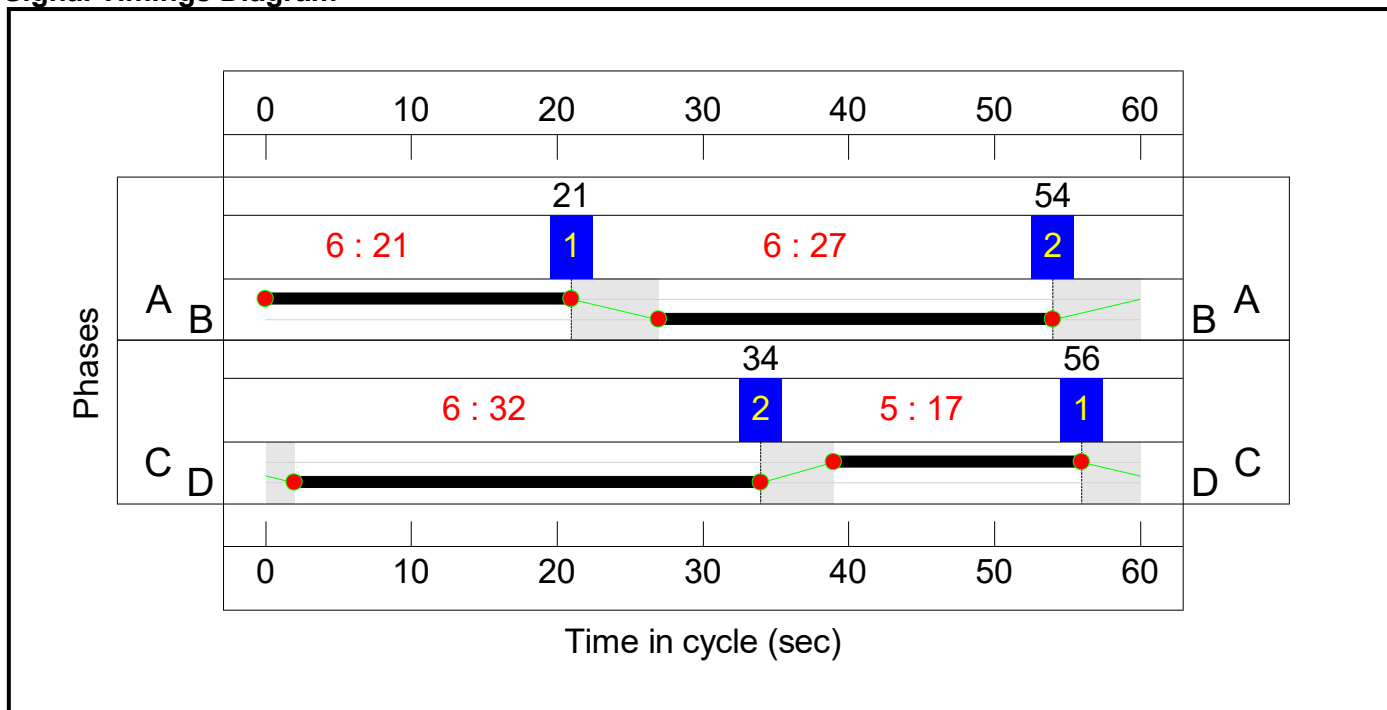
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

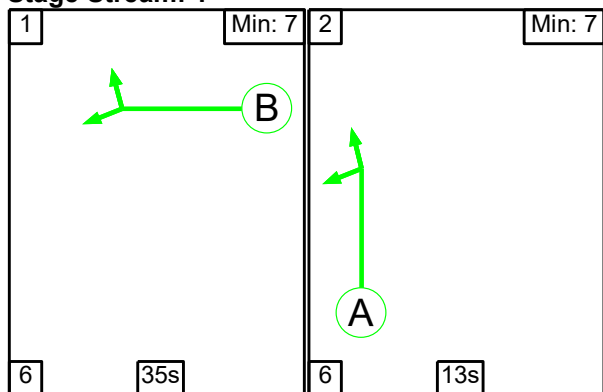
Signal Timings Diagram



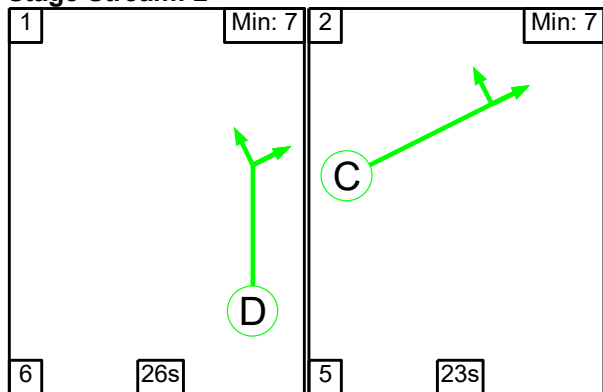
Controller : C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings**Stage Stream: 1**

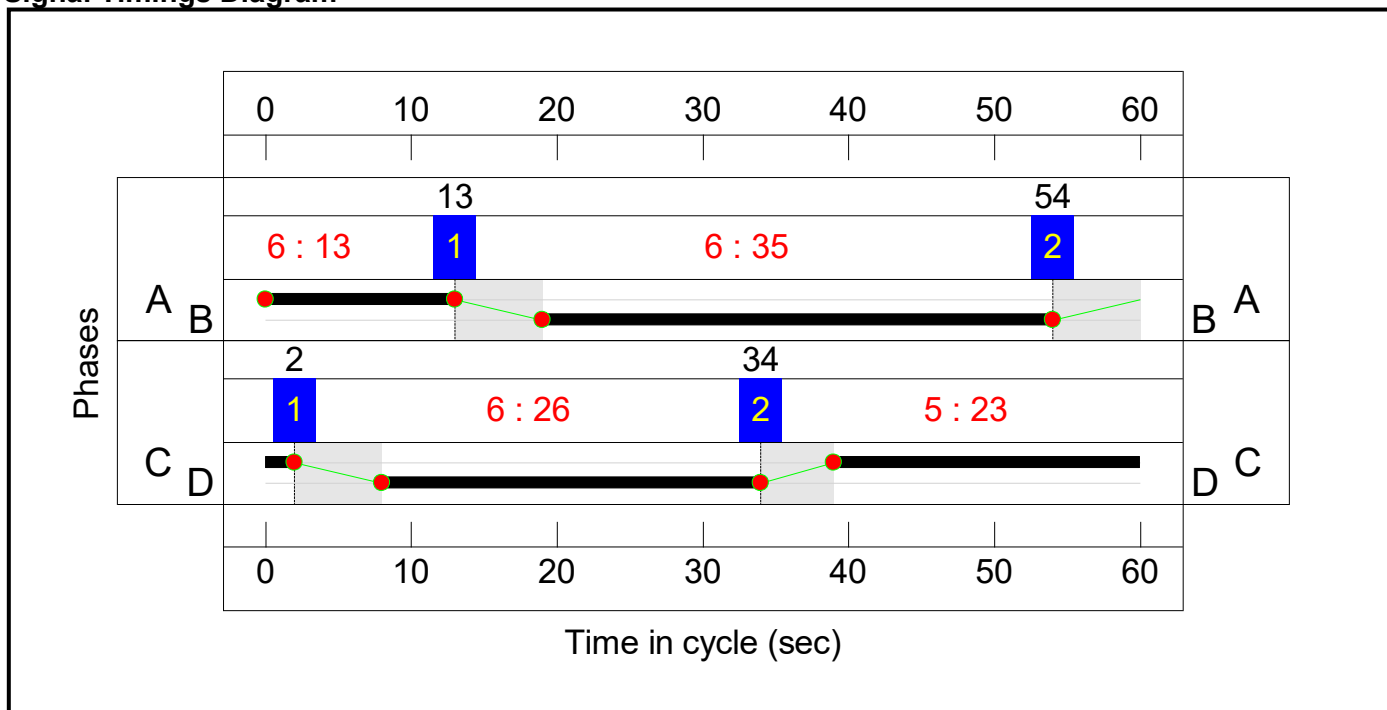
Stage	1	2
Duration	35	13
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

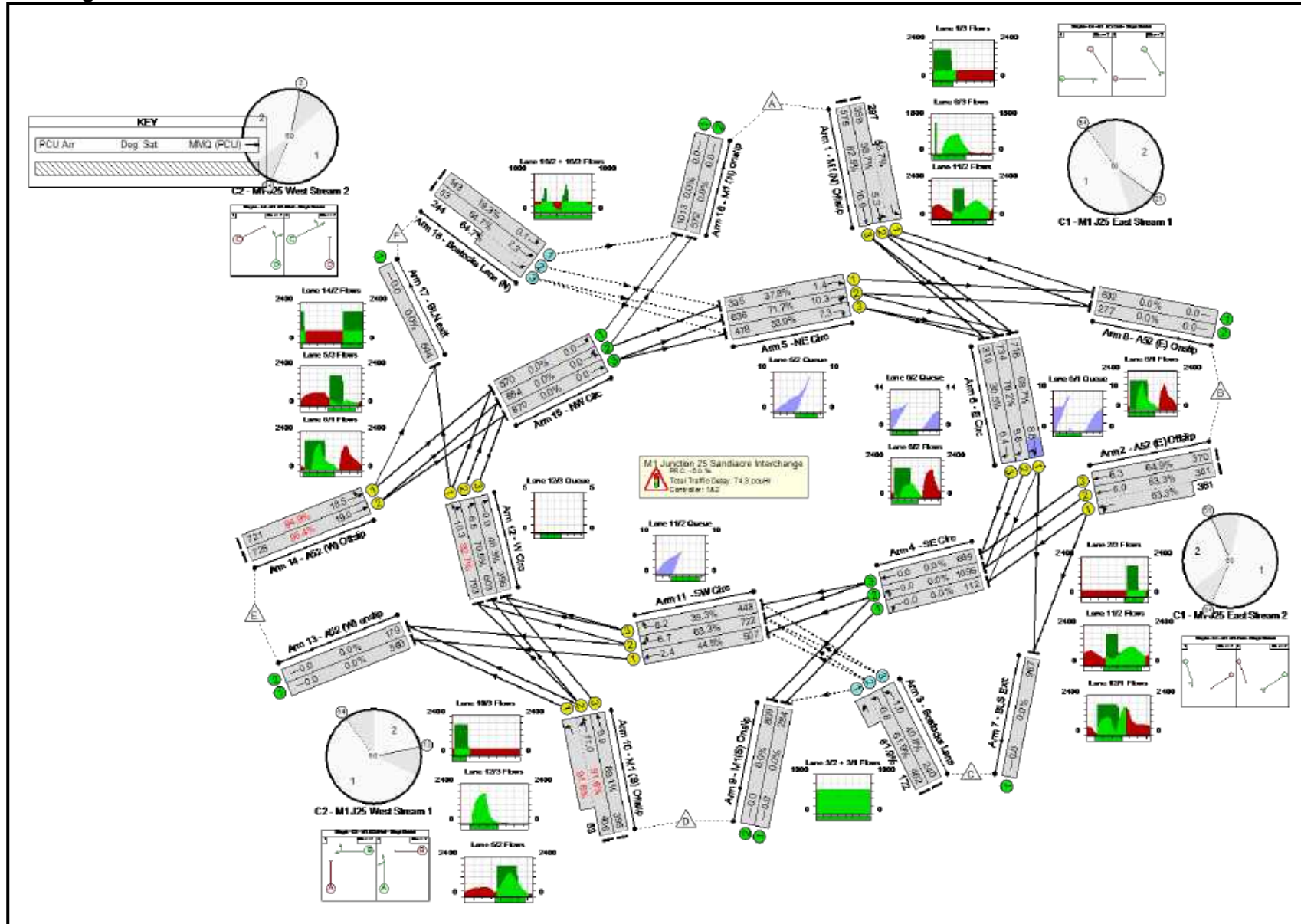
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	13	0	13
B	SW Circ Right Ahead	Traffic	1	35	19	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	13
10/2	M1 (S) Offslip Ahead Left	U	A	0	13
10/3	M1 (S) Offslip Ahead	U	A	0	13
11/1	SW Circ Ahead	U	B	19	54
11/2	SW Circ Right Ahead	U	B	19	54
11/3	SW Circ Right	U	B	19	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Detailed Input Data And Results Network Layout Diagram



Network Results

Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	95.4%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	95.4%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	656	1900:1900	611+506	58.7 : 58.7%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	575	1900	697	82.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	722	1900:1900	570+570	63.3 : 63.3%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	370	1900	570	64.9%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	634	1800:1800	746+278	61.9 : 61.9%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	240	1800	588	40.8%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	112	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1095	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	689	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	335	1900	887	37.8%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	636	1900	887	71.7%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	478	1900	887	53.9%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	718	1900	1045	68.7%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	734	1900	1045	70.2%

Detailed Input Data And Results

6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	319	1900	1045	30.5%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	967	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	632	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	277	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	284	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	809	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	459	1900:1900	443+58	91.6 : 91.6%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	395	1900	443	89.1%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	507	1900	1140	44.5%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	722	1900	1140	63.3%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	448	1900	1140	39.3%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	793	1900	855	92.7%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	603	1900	855	70.5%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	396	1900	855	46.3%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	560	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	179	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	721	1900	760	94.9%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	23	-	-	725	1900	760	95.4%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	870	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	854	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	870	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	143	1800	739	19.3%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	297	1800:1800	82+377	64.7 : 64.7%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	644	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1013	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	572	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	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 25 Sandiacre Interchange	-	-	2245	0	0	41.4	32.9	0.0	74.3	-	-	-	-	
M1 Junction 25 Sandiacre Interchange	-	-	2245	0	0	41.4	32.9	0.0	74.3	-	-	-	-	
1/2+1/1	656	656	-	-	-	2.7	0.7	-	3.4	18.5	4.6	0.7	5.3	
1/3	575	575	-	-	-	2.8	2.3	-	5.0	31.5	8.6	2.3	10.9	
2/2+2/1	722	722	-	-	-	3.6	0.9	-	4.5	22.4	5.1	0.9	6.0	
2/3	370	370	-	-	-	1.9	0.9	-	2.8	27.2	5.3	0.9	6.3	
3/2+3/1	634	634	1268	0	0	0.0	0.8	-	0.8	4.6	0.0	0.8	0.8	
3/3	240	240	240	0	0	0.0	0.3	-	0.4	5.5	0.7	0.3	1.0	
4/1	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1095	1095	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	335	335	-	-	-	0.3	0.3	-	0.6	6.6	1.1	0.3	1.4	
5/2	636	636	-	-	-	1.4	1.3	-	2.7	15.2	9.1	1.3	10.3	
5/3	478	478	-	-	-	2.1	0.6	-	2.7	20.5	6.7	0.6	7.3	
6/1	718	718	-	-	-	2.3	0.0	-	2.3	11.5	8.8	0.0	8.8	
6/2	734	734	-	-	-	3.0	0.0	-	3.0	14.5	9.8	0.0	9.8	
6/3	319	319	-	-	-	0.1	0.0	-	0.1	1.4	0.4	0.0	0.4	
7/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

10/2+10/1	459	459	-	-	-	2.8	4.5	-	7.3	57.1	6.5	4.5	11.0	
10/3	395	395	-	-	-	2.4	3.6	-	6.0	54.7	6.4	3.6	9.9	
11/1	507	507	-	-	-	0.5	0.4	-	0.9	6.1	2.0	0.4	2.4	
11/2	722	722	-	-	-	1.4	0.9	-	2.2	11.1	5.9	0.9	6.7	
11/3	448	448	-	-	-	1.5	0.3	-	1.8	14.5	5.8	0.3	6.2	
12/1	793	793	-	-	-	3.3	0.0	-	3.3	14.9	10.3	0.0	10.3	
12/2	603	603	-	-	-	2.3	0.0	-	2.3	13.6	6.5	0.0	6.5	
12/3	396	396	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	
13/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	721	721	-	-	-	3.5	6.8	-	10.3	51.6	11.6	6.8	18.5	
14/2	725	725	-	-	-	3.5	7.3	-	10.8	53.7	11.7	7.3	19.0	
15/1	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/3	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	143	143	143	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	
16/2+16/3	297	297	594	0	0	0.1	0.9	-	1.0	12.1	1.4	0.9	2.3	
17/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	1013	1013	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/2	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) 9.0 28.1 -1.8 -6.0 -6.0 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 14.43 12.66 18.18 26.73 74.29 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 60 60 60 60 														

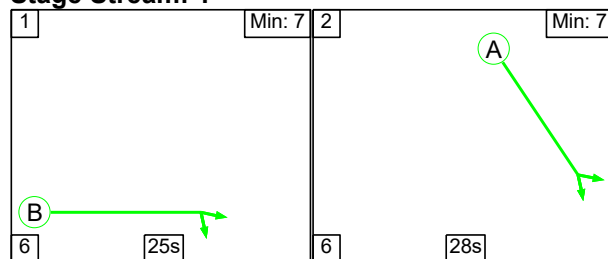
Detailed Input Data And Results

Scenario 13: '13' (FG13: '2041 AM Base SENS', Plan 1: '1')

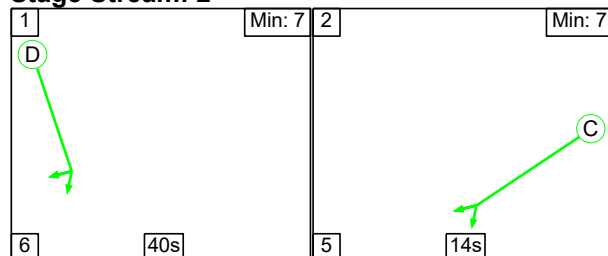
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	28
Change Point	58	24

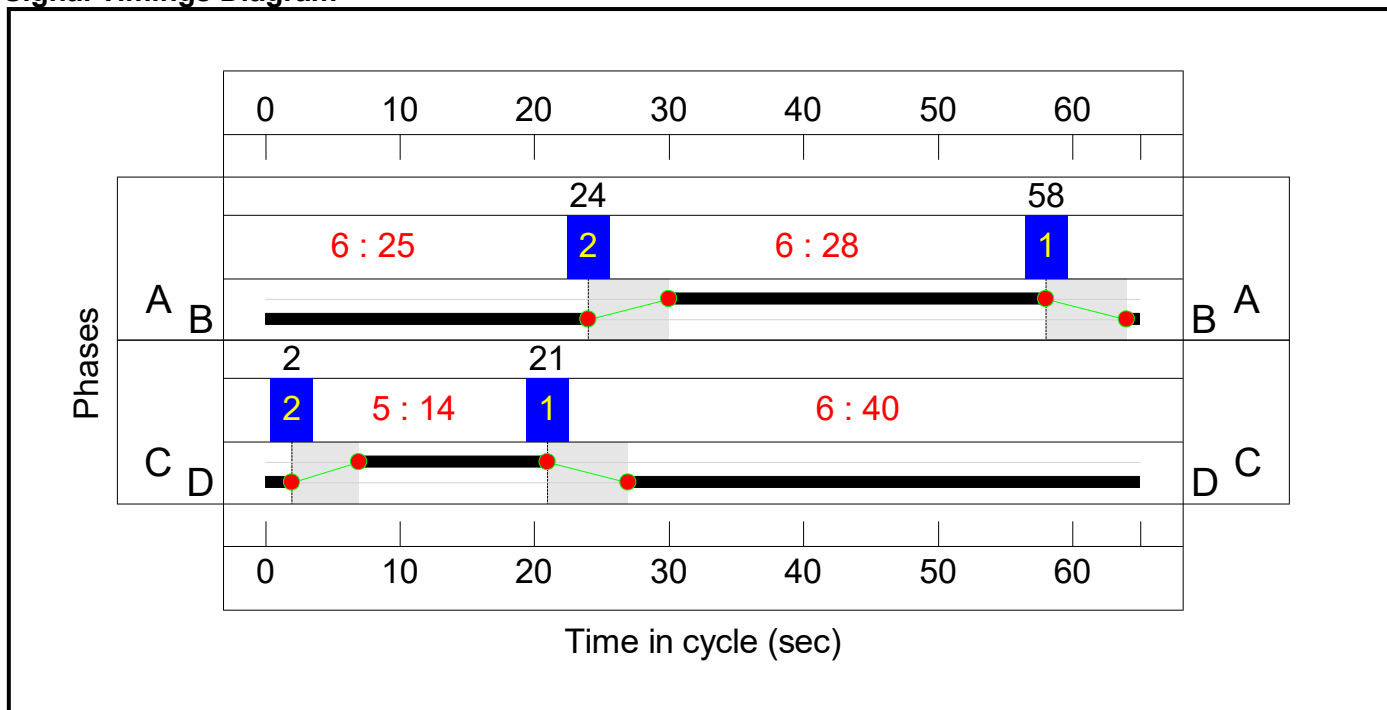
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	28	30	58
B	NE Circ Right Ahead	Traffic	1	25	64	24
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

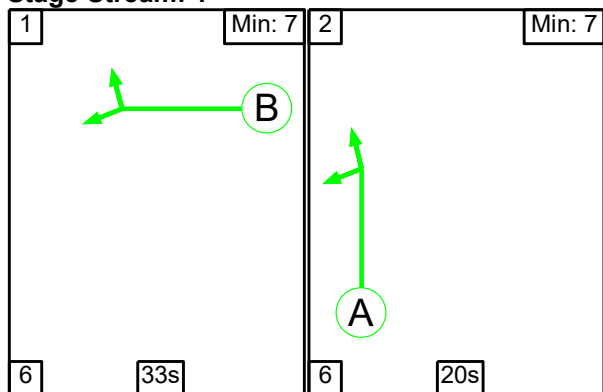
Signal Timings Diagram



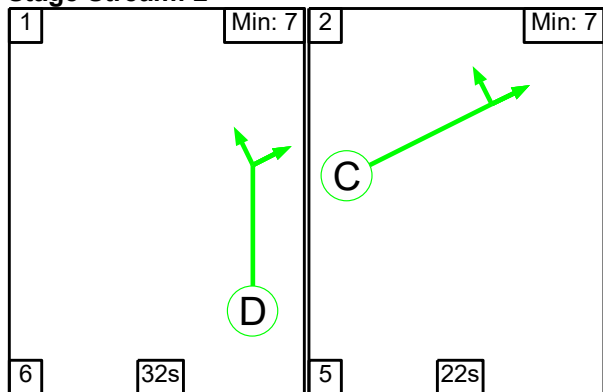
Controller : C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings**Stage Stream: 1**

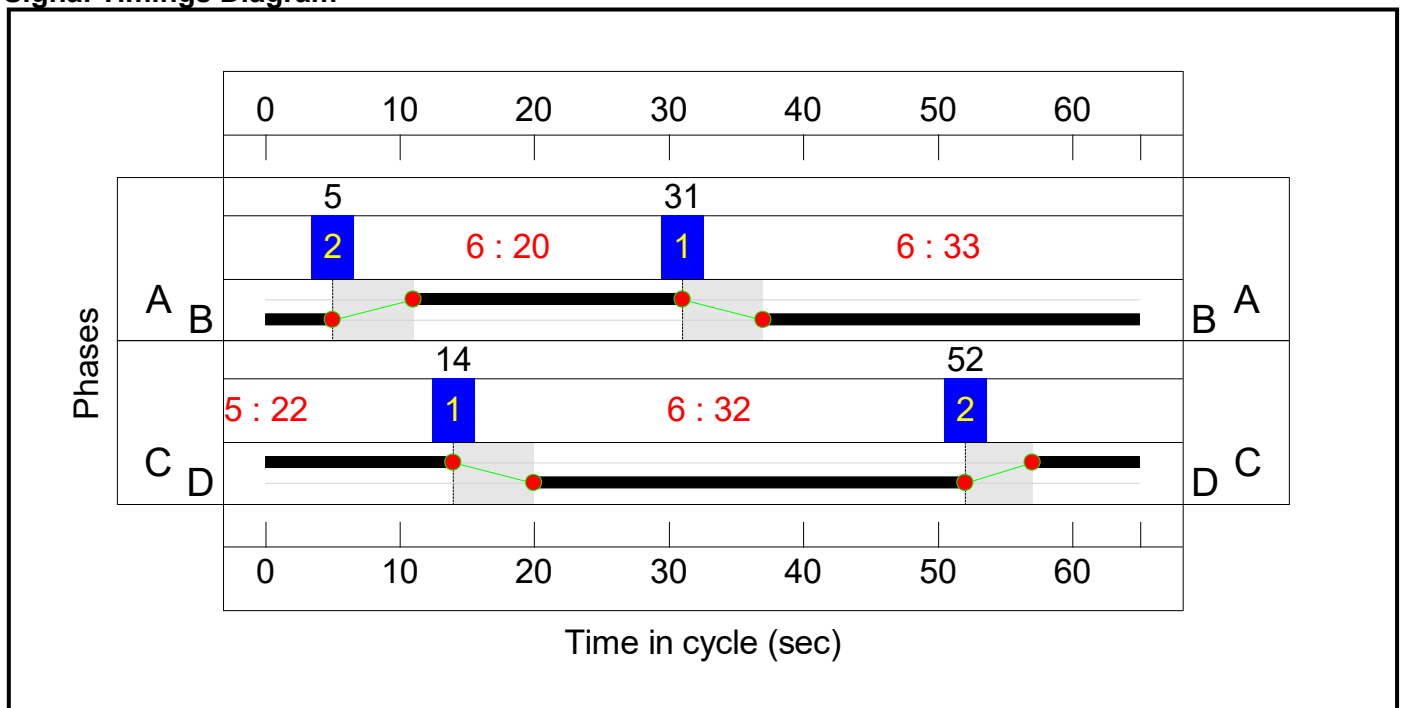
Stage	1	2
Duration	33	20
Change Point	31	5

Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

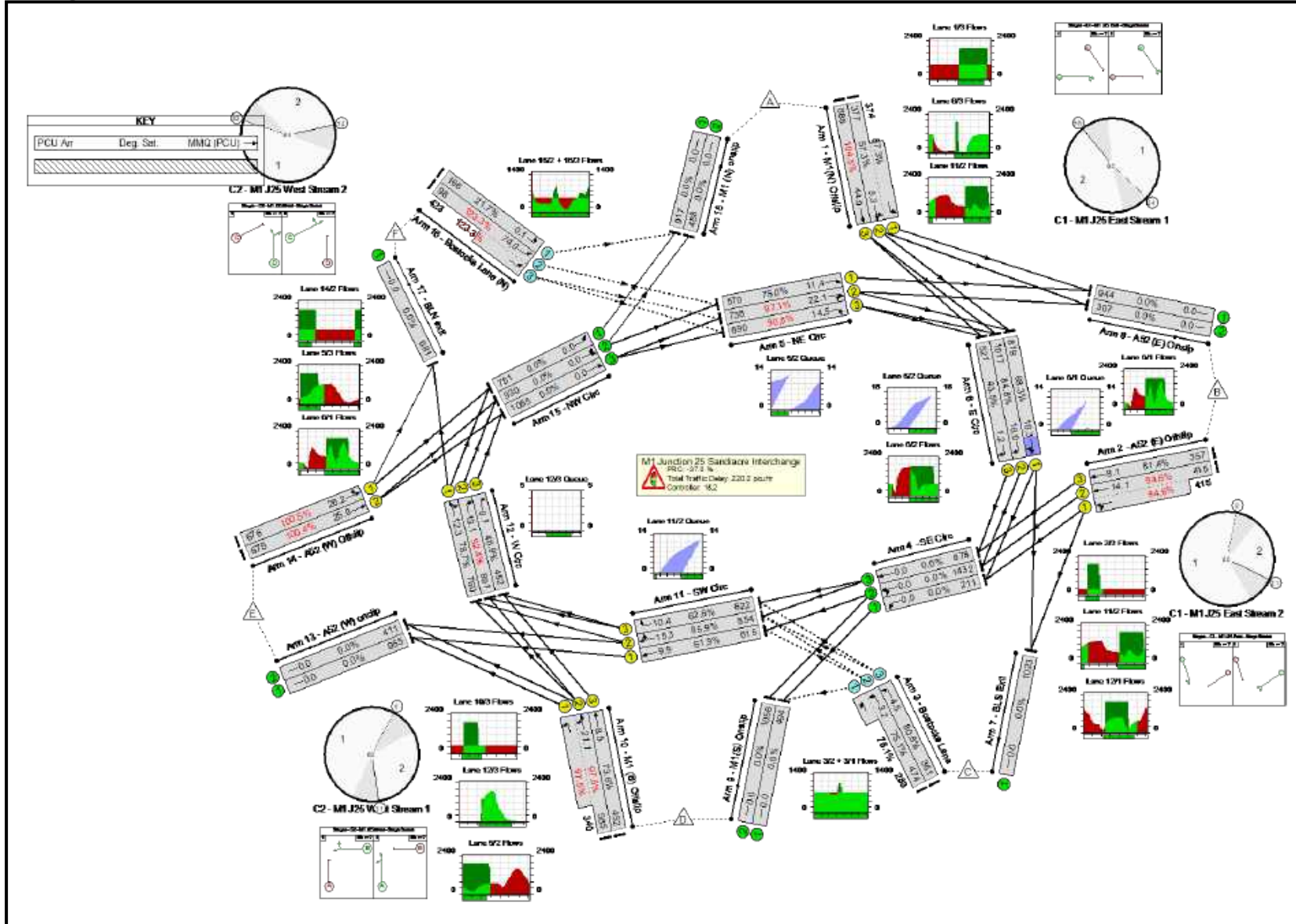
Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	30	58
1/2	M1(N) Offslip Ahead Left	U	A	30	58
1/3	M1(N) Offslip Ahead	U	A	30	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	24
5/2	NE Circ Right Ahead	U	B	64	24
5/3	NE Circ Right	U	B	64	24
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Detailed Input Data And Results

Network Layout Diagram



Network Results

Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	123.3%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	123.3%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	28	-	-	751	1900:1900	658+653	57.3 : 57.3%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	28	-	-	886	1900	848	104.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	830	1900:1900	438+438	94.6 : 94.6%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	357	1900	438	81.4%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	757	1800:1800	631+377	75.1 : 75.1%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	361	1800	447	80.8%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	211	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1514	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	905	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	25	-	-	570	1900	760	75.0%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	25	-	-	750	1900	760	97.1%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	25	-	-	761	1900	760	90.8%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	820	1900	1198	68.3%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	1099	1900	1198	84.8%

Detailed Input Data And Results

6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	548	1900	1198	43.5%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1024	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	944	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	307	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	494	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1119	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	925	1900:1900	600+349	97.5 : 97.5%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	452	1900	614	73.6%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	636	1900	994	61.9%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	877	1900	994	85.9%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	622	1900	994	62.6%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	766	1900	965	78.7%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	891	1900	965	92.4%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	452	1900	965	46.9%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	976	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	427	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	676	1900	672	100.5%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	22	-	-	675	1900	672	100.4%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	754	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	930	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	1088	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	166	1800	764	21.7%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	521	1800:1800	79+343	123.3 : 123.3%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	688	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	920	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	458	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	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 25 Sandiacre Interchange	-	-	2923	0	0	68.9	151.3	0.0	220.2	-	-	-	-	
M1 Junction 25 Sandiacre Interchange	-	-	2923	0	0	68.9	151.3	0.0	220.2	-	-	-	-	
1/2+1/1	751	751	-	-	-	2.6	0.7	-	3.3	15.6	4.6	0.7	5.3	
1/3	886	848	-	-	-	5.3	27.3	-	32.6	132.5	16.7	27.3	44.0	
2/2+2/1	830	830	-	-	-	5.7	6.8	-	12.5	54.3	7.3	6.8	14.1	
2/3	357	357	-	-	-	2.3	2.1	-	4.4	44.7	6.0	2.1	8.1	
3/2+3/1	757	757	1514	0	0	0.0	1.5	-	1.5	7.2	1.7	1.5	3.2	
3/3	361	361	361	0	0	0.2	2.0	-	2.2	21.9	2.5	2.0	4.5	
4/1	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1432	1432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	570	570	-	-	-	2.1	1.5	-	3.6	22.6	10.0	1.5	11.4	
5/2	738	738	-	-	-	4.6	9.2	-	13.8	67.2	13.0	9.2	22.1	
5/3	690	690	-	-	-	3.5	4.4	-	7.9	41.4	10.1	4.4	14.5	
6/1	819	819	-	-	-	1.7	0.0	-	1.7	7.5	10.3	0.0	10.3	
6/2	1017	1017	-	-	-	3.6	0.0	-	3.6	12.7	16.0	0.0	16.0	
6/3	521	521	-	-	-	0.4	0.0	-	0.4	2.4	1.2	0.0	1.2	
7/1	1023	1023	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	944	944	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1058	1058	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

10/2+10/1	925	925	-	-	-	5.2	10.4	-	15.6	60.6	10.7	10.4	21.1	
10/3	452	452	-	-	-	2.5	1.4	-	3.8	30.5	7.2	1.4	8.5	
11/1	615	615	-	-	-	3.1	0.8	-	4.0	23.1	9.1	0.8	9.9	
11/2	854	854	-	-	-	4.0	2.9	-	7.0	29.3	12.4	2.9	15.3	
11/3	622	622	-	-	-	1.8	0.8	-	2.7	15.4	9.6	0.8	10.4	
12/1	760	760	-	-	-	3.5	0.0	-	3.5	16.6	12.3	0.0	12.3	
12/2	891	891	-	-	-	4.5	0.0	-	4.5	18.4	13.1	0.0	13.1	
12/3	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	
13/1	955	955	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	676	672	-	-	-	4.1	14.0	-	18.0	96.0	12.3	14.0	26.2	
14/2	675	672	-	-	-	4.0	13.7	-	17.7	94.5	12.2	13.7	25.9	
15/1	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/3	1085	1085	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	166	166	166	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	
16/2+16/3	521	441	882	0	0	4.0	51.8	-	55.8	385.6	22.2	51.8	74.0	
17/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%) -16.1 -5.2 -8.3 -11.7 -37.0 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 61.17 22.59 32.97 43.80 220.18 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 65 65 65 65														

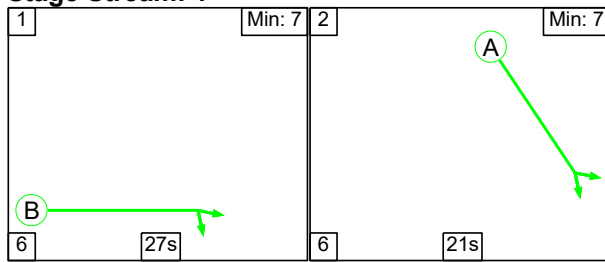
Detailed Input Data And Results

Scenario 14: '14' (FG14: '2041 PM Base SENS', Plan 1: '1')

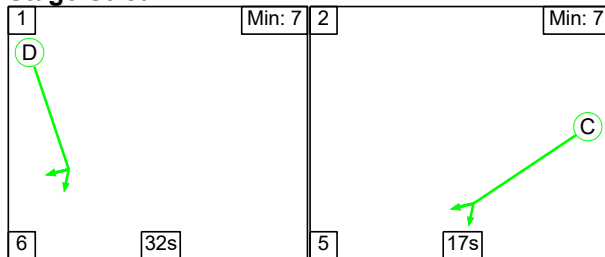
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

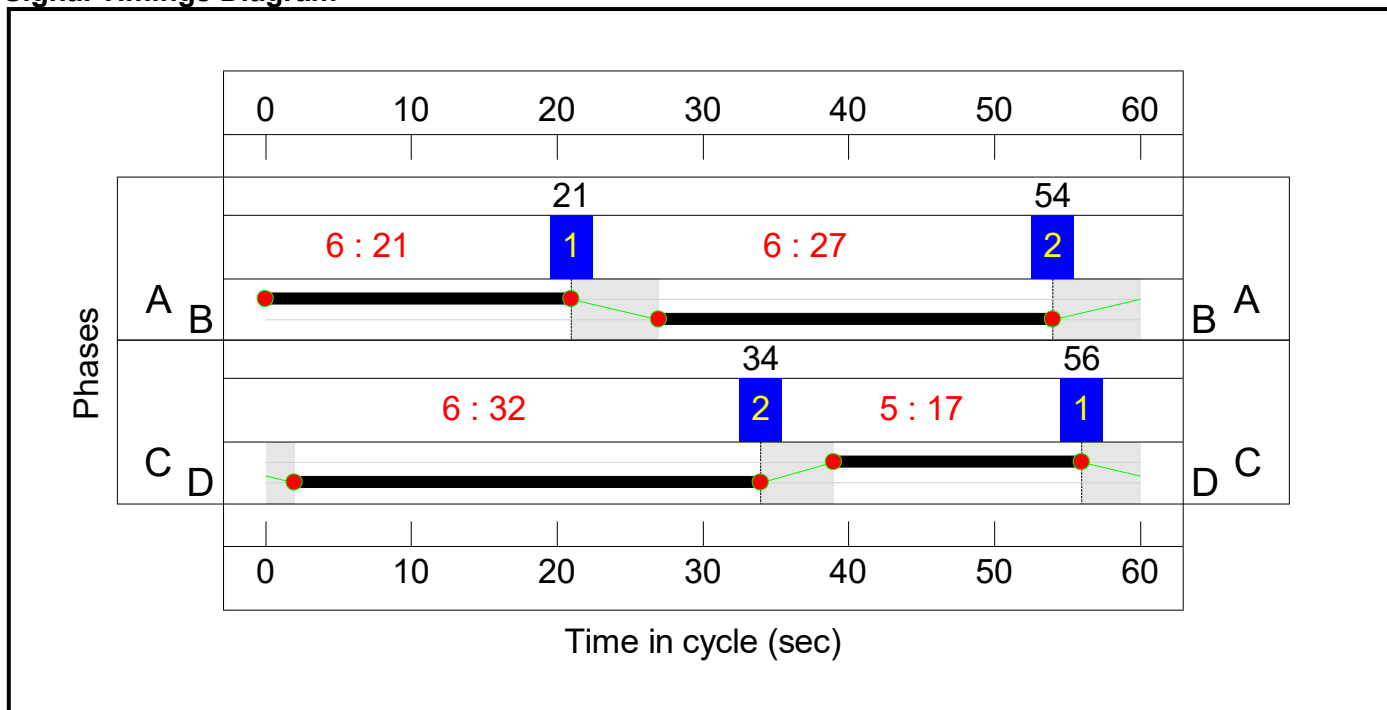
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

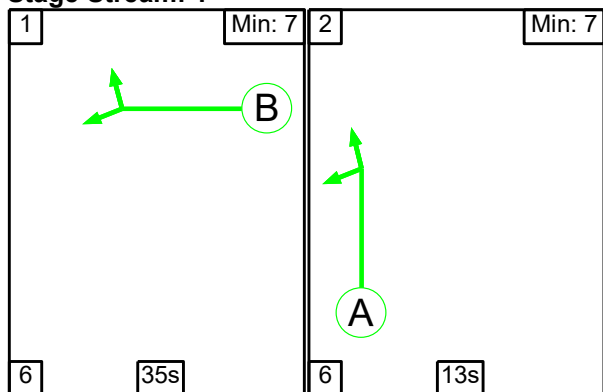
Signal Timings Diagram



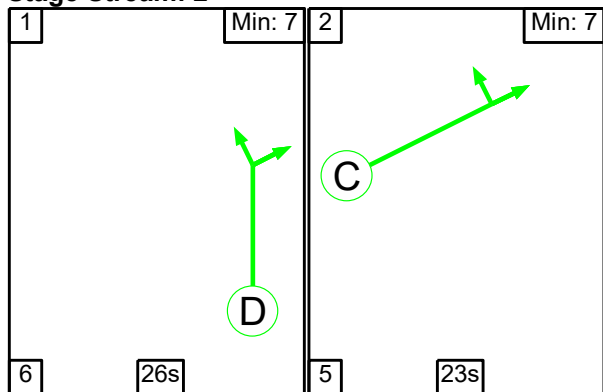
Controller : C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings**Stage Stream: 1**

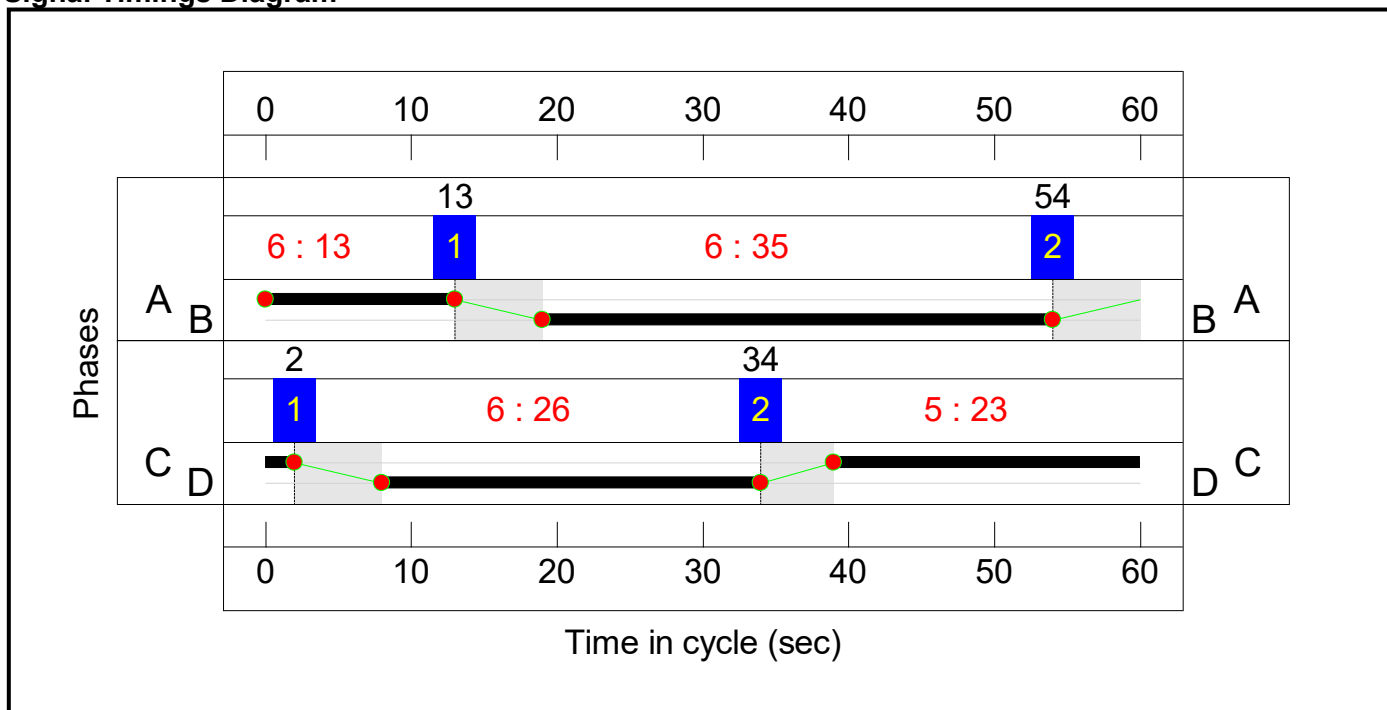
Stage	1	2
Duration	35	13
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

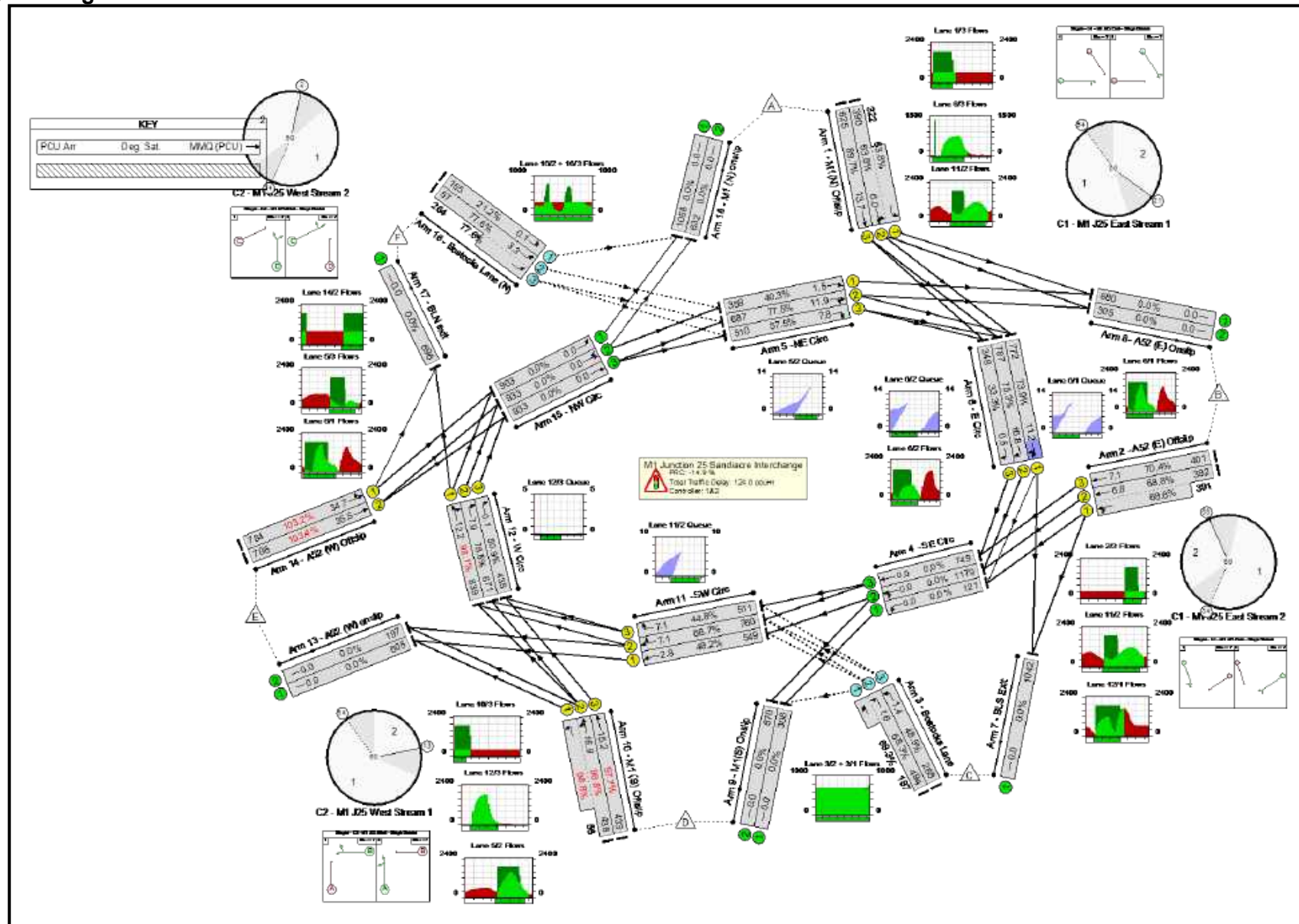
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	13	0	13
B	SW Circ Right Ahead	Traffic	1	35	19	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	13
10/2	M1 (S) Offslip Ahead Left	U	A	0	13
10/3	M1 (S) Offslip Ahead	U	A	0	13
11/1	SW Circ Ahead	U	B	19	54
11/2	SW Circ Right Ahead	U	B	19	54
11/3	SW Circ Right	U	B	19	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Detailed Input Data And Results Network Layout Diagram



Network Results

Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	103.4%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	103.4%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	712	1900:1900	611+505	63.8 : 63.8%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	625	1900	697	89.7%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	783	1900:1900	570+570	68.8 : 68.6%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	401	1900	570	70.4%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	681	1800:1800	723+274	68.3 : 68.3%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	268	1800	553	48.5%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	121	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1188	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	749	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	358	1900	887	40.3%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	695	1900	887	77.5%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	519	1900	887	57.5%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	780	1900	1045	73.9%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	796	1900	1045	75.3%

Detailed Input Data And Results

6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	348	1900	1045	33.3%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1050	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	680	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	305	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	308	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	879	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	494	1900:1900	443+57	98.8 : 98.8%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	433	1900	443	97.7%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	549	1900	1140	48.2%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	760	1900	1140	66.7%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	511	1900	1140	44.8%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	839	1900	855	98.1%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	671	1900	855	78.5%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	435	1900	855	50.9%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	605	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	197	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	784	1900	760	103.2%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	23	-	-	786	1900	760	103.4%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	924	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	942	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	950	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	155	1800	732	21.2%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	321	1800:1800	73+340	77.6 : 77.6%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	699	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1079	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	641	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	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 25 Sandiacre Interchange	-	-	2427	0	0	48.0	76.0	0.0	124.0	-	-	-	-	
M1 Junction 25 Sandiacre Interchange	-	-	2427	0	0	48.0	76.0	0.0	124.0	-	-	-	-	
1/2+1/1	712	712	-	-	-	2.9	0.9	-	3.8	19.3	5.1	0.9	6.0	
1/3	625	625	-	-	-	3.1	3.9	-	7.0	40.6	9.7	3.9	13.7	
2/2+2/1	783	783	-	-	-	4.0	1.1	-	5.1	23.5	5.7	1.1	6.8	
2/3	401	401	-	-	-	2.1	1.2	-	3.2	29.1	5.9	1.2	7.1	
3/2+3/1	681	681	1362	0	0	0.0	1.1	-	1.1	5.7	0.5	1.1	1.6	
3/3	268	268	268	0	0	0.0	0.5	-	0.5	6.9	1.0	0.5	1.4	
4/1	121	121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1179	1179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	358	358	-	-	-	0.3	0.3	-	0.7	6.7	1.1	0.3	1.5	
5/2	687	687	-	-	-	1.6	1.7	-	3.3	17.1	10.2	1.7	11.9	
5/3	510	510	-	-	-	2.3	0.7	-	2.9	20.8	7.2	0.7	7.8	
6/1	772	772	-	-	-	2.5	0.0	-	2.5	11.6	11.2	0.0	11.2	
6/2	787	787	-	-	-	3.2	0.0	-	3.2	14.6	10.8	0.0	10.8	
6/3	348	348	-	-	-	0.1	0.0	-	0.1	1.5	0.5	0.0	0.5	
7/1	1042	1042	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	308	308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

10/2+10/1	494	494	-	-	-	3.1	9.7	-	12.8	93.2	7.2	9.7	16.9	
10/3	433	433	-	-	-	2.7	8.1	-	10.9	90.5	7.1	8.1	15.2	
11/1	549	549	-	-	-	0.5	0.5	-	1.0	6.4	2.3	0.5	2.8	
11/2	760	760	-	-	-	1.4	1.0	-	2.4	11.5	6.1	1.0	7.1	
11/3	511	511	-	-	-	1.7	0.4	-	2.1	15.1	6.7	0.4	7.1	
12/1	839	839	-	-	-	3.6	0.0	-	3.6	15.4	12.2	0.0	12.2	
12/2	671	671	-	-	-	2.9	0.0	-	2.9	15.7	7.9	0.0	7.9	
12/3	435	435	-	-	-	0.0	0.0	-	0.0	0.2	0.1	0.0	0.1	
13/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	784	760	-	-	-	4.8	21.2	-	26.0	119.4	13.5	21.2	34.7	
14/2	786	760	-	-	-	4.9	22.0	-	26.8	122.8	13.5	22.0	35.5	
15/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	933	933	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/3	933	933	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	155	155	155	0	0	0.0	0.1	-	0.1	3.1	0.0	0.1	0.1	
16/2+16/3	321	321	642	0	0	0.2	1.7	-	1.8	20.6	1.6	1.7	3.3	
17/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	1058	1058	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/2	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) 0.3 19.5 -9.8 -14.9 -14.9 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 17.73 14.18 29.22 59.33 124.01 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 60 60 60 60 														

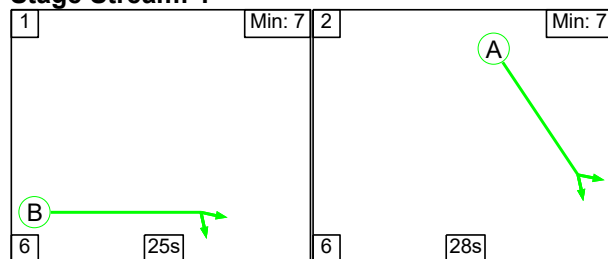
Detailed Input Data And Results

Scenario 15: '15' (FG15: '2028 AM Base SENS + Dev', Plan 1: '1')

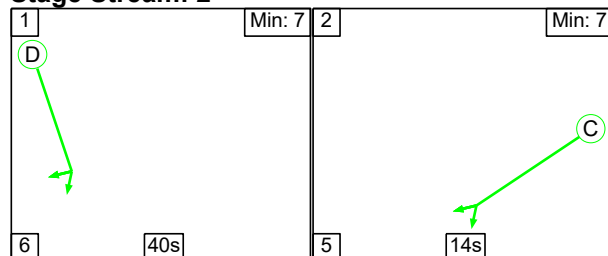
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	28
Change Point	58	24

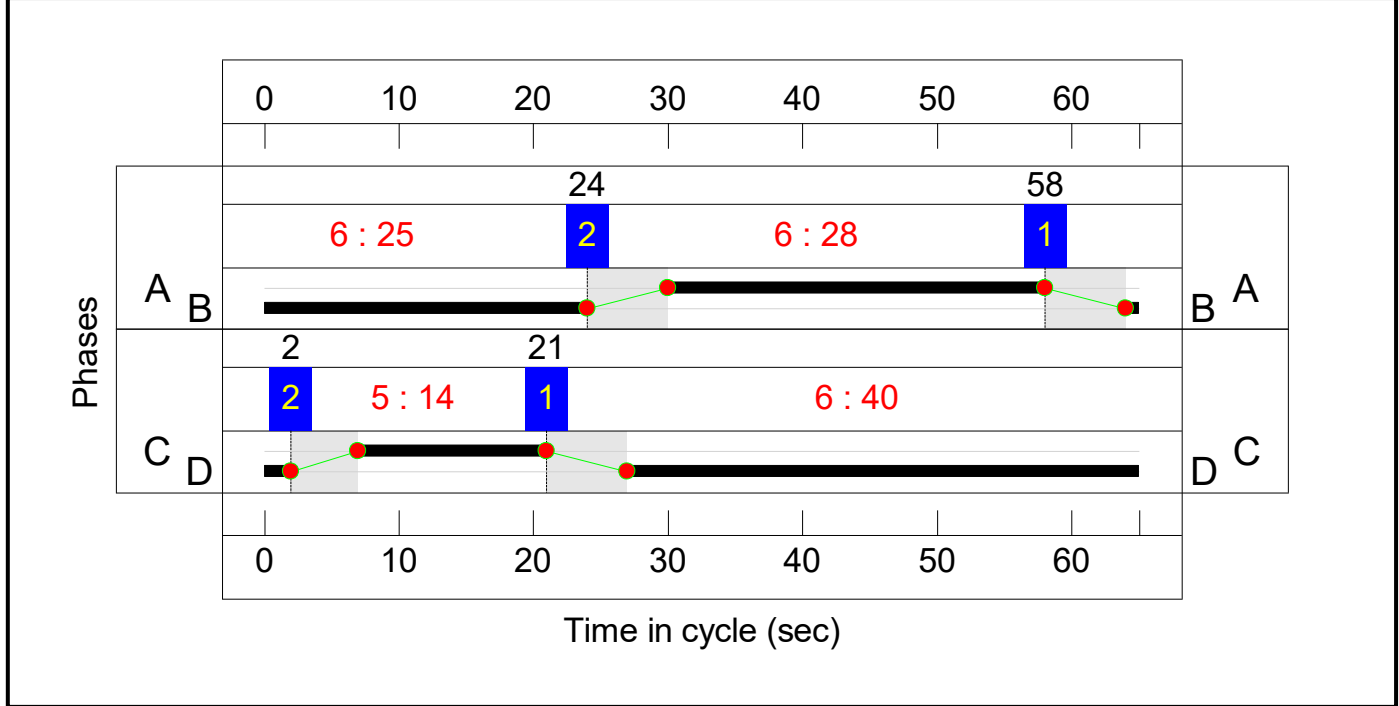
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	28	30	58
B	NE Circ Right Ahead	Traffic	1	25	64	24
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

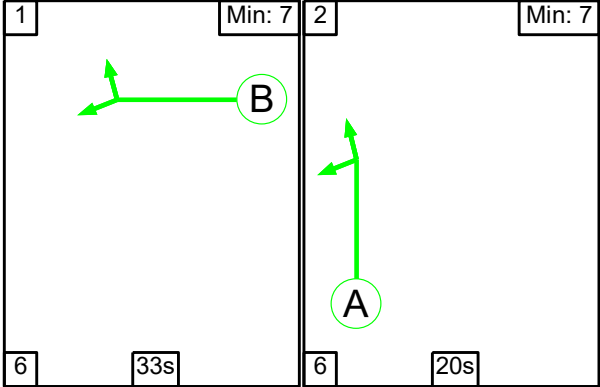
Signal Timings Diagram



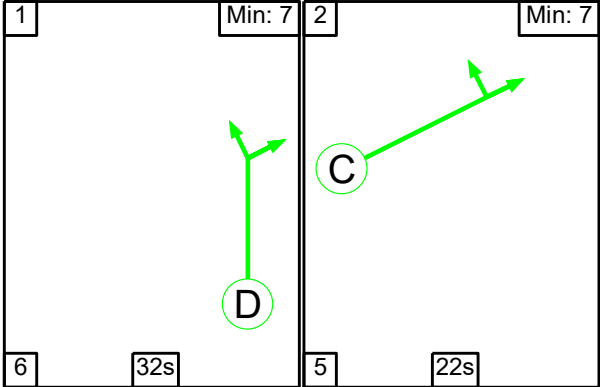
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings**Stage Stream: 1**

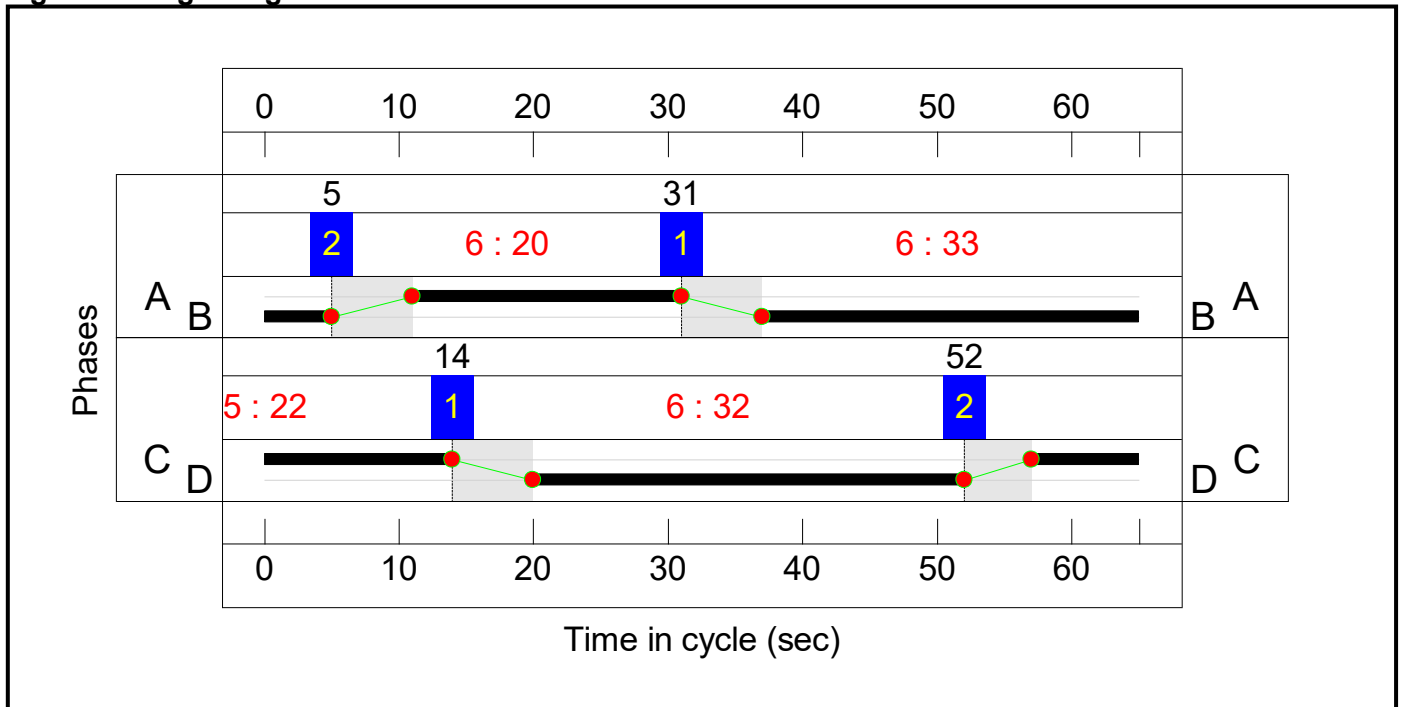
Stage	1	2
Duration	33	20
Change Point	31	5

Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

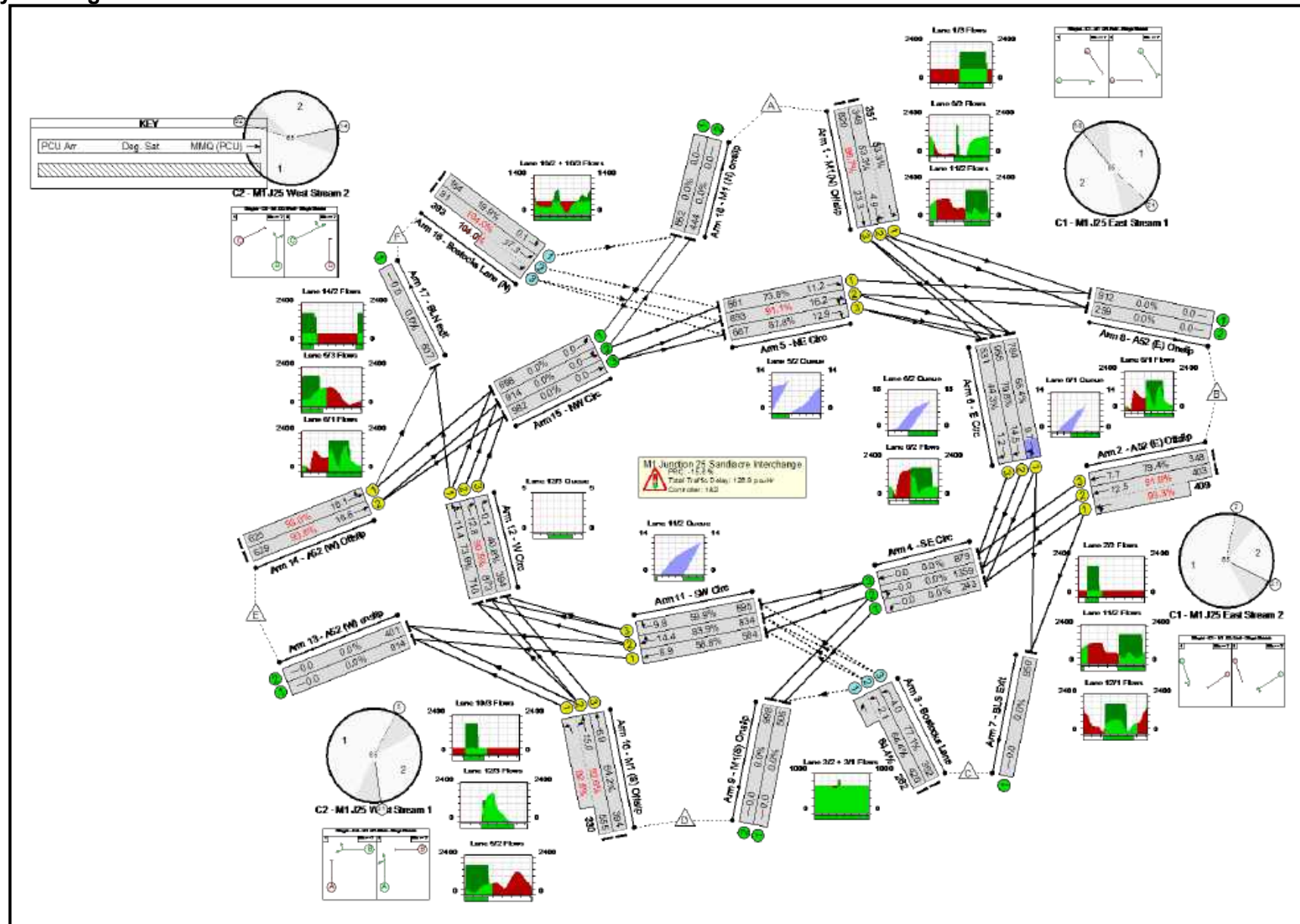
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	30	58
1/2	M1(N) Offslip Ahead Left	U	A	30	58
1/3	M1(N) Offslip Ahead	U	A	30	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	24
5/2	NE Circ Right Ahead	U	B	64	24
5/3	NE Circ Right	U	B	64	24
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Detailed Input Data And Results Network Layout Diagram



Network Results

Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	104.0%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	104.0%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	28	-	-	699	1900:1900	652+658	53.3 : 53.3%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	28	-	-	820	1900	848	96.7%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	812	1900:1900	438+438	91.9 : 93.3%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	348	1900	438	79.4%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	682	1800:1800	653+407	64.4 : 64.4%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	352	1800	457	77.1%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	243	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1371	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	880	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	25	-	-	561	1900	760	73.8%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	25	-	-	695	1900	760	91.1%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	25	-	-	680	1900	760	87.8%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	784	1900	1198	65.4%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	968	1900	1198	79.8%

Detailed Input Data And Results

6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	532	1900	1198	44.3%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	950	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	912	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	259	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	505	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1009	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	885	1900:1900	600+357	92.6 : 92.6%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	394	1900	614	64.2%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	585	1900	994	58.8%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	834	1900	994	83.9%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	595	1900	994	59.9%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	710	1900	965	73.6%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	873	1900	965	90.5%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	394	1900	965	40.8%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	915	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	401	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	625	1900	672	93.0%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	22	-	-	629	1900	672	93.6%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	698	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	914	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	982	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	154	1800	775	19.9%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	484	1800:1800	87+378	104.0 : 104.0%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	852	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	444	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	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 25 Sandiacre Interchange	-	-	2808	0	0	60.2	66.7	0.0	126.9	-	-	-	-	
M1 Junction 25 Sandiacre Interchange	-	-	2808	0	0	60.2	66.7	0.0	126.9	-	-	-	-	
1/2+1/1	699	699	-	-	-	2.4	0.6	-	2.9	15.2	4.3	0.6	4.9	
1/3	820	820	-	-	-	4.0	9.0	-	13.0	57.0	14.4	9.0	23.3	
2/2+2/1	812	812	-	-	-	5.5	5.4	-	10.9	48.3	7.2	5.4	12.5	
2/3	348	348	-	-	-	2.3	1.8	-	4.1	42.7	5.9	1.8	7.7	
3/2+3/1	682	682	1364	0	0	0.0	0.9	-	0.9	4.8	1.2	0.9	2.1	
3/3	352	352	352	0	0	0.2	1.6	-	1.8	18.4	2.3	1.6	4.0	
4/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1359	1359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	561	561	-	-	-	2.1	1.4	-	3.5	22.5	9.8	1.4	11.2	
5/2	693	693	-	-	-	4.2	4.5	-	8.7	45.2	11.7	4.5	16.2	
5/3	667	667	-	-	-	3.3	3.4	-	6.7	35.9	9.5	3.4	12.9	
6/1	784	784	-	-	-	1.7	0.0	-	1.7	7.8	9.7	0.0	9.7	
6/2	956	956	-	-	-	3.2	0.0	-	3.2	12.0	14.5	0.0	14.5	
6/3	531	531	-	-	-	0.3	0.0	-	0.3	2.1	1.2	0.0	1.2	
7/1	950	950	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	912	912	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	998	998	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

10/2+10/1	885	885	-	-	-	4.9	5.4	-	10.3	41.9	9.6	5.4	15.0	
10/3	394	394	-	-	-	2.1	0.9	-	2.9	26.9	6.0	0.9	6.9	
11/1	584	584	-	-	-	2.7	0.7	-	3.5	21.3	8.1	0.7	8.9	
11/2	834	834	-	-	-	3.9	2.5	-	6.5	27.9	11.9	2.5	14.4	
11/3	595	595	-	-	-	1.7	0.7	-	2.5	14.9	9.0	0.7	9.8	
12/1	710	710	-	-	-	3.2	0.0	-	3.2	16.4	11.4	0.0	11.4	
12/2	873	873	-	-	-	4.3	0.0	-	4.3	17.7	12.8	0.0	12.8	
12/3	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	
13/1	914	914	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	625	625	-	-	-	3.5	5.4	-	8.9	51.2	10.8	5.4	16.1	
14/2	629	629	-	-	-	3.5	5.7	-	9.3	53.1	10.8	5.7	16.6	
15/1	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	914	914	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/3	982	982	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	154	154	154	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	
16/2+16/3	484	469	938	0	0	1.2	16.6	-	17.8	132.4	20.6	16.6	37.3	
17/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/2	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) -7.5 -3.6 -2.8 -4.0 -15.6 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 34.76 20.21 25.62 25.70 126.92 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 65 65 65 65 														

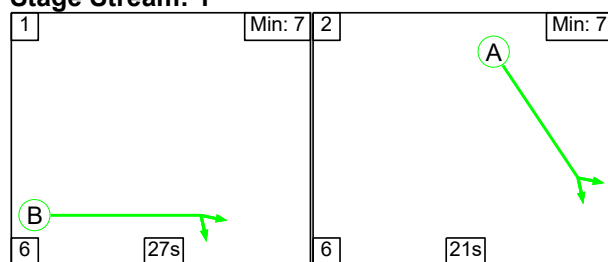
Detailed Input Data And Results

Scenario 16: '16' (FG16: '2028 PM Base SENS + Dev', Plan 1: '1')

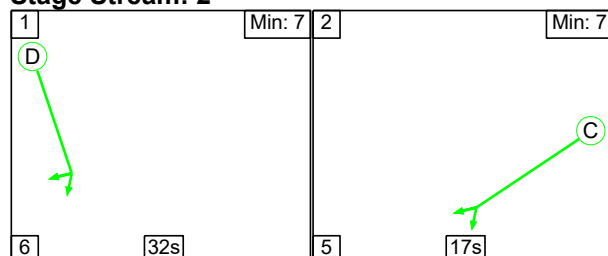
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

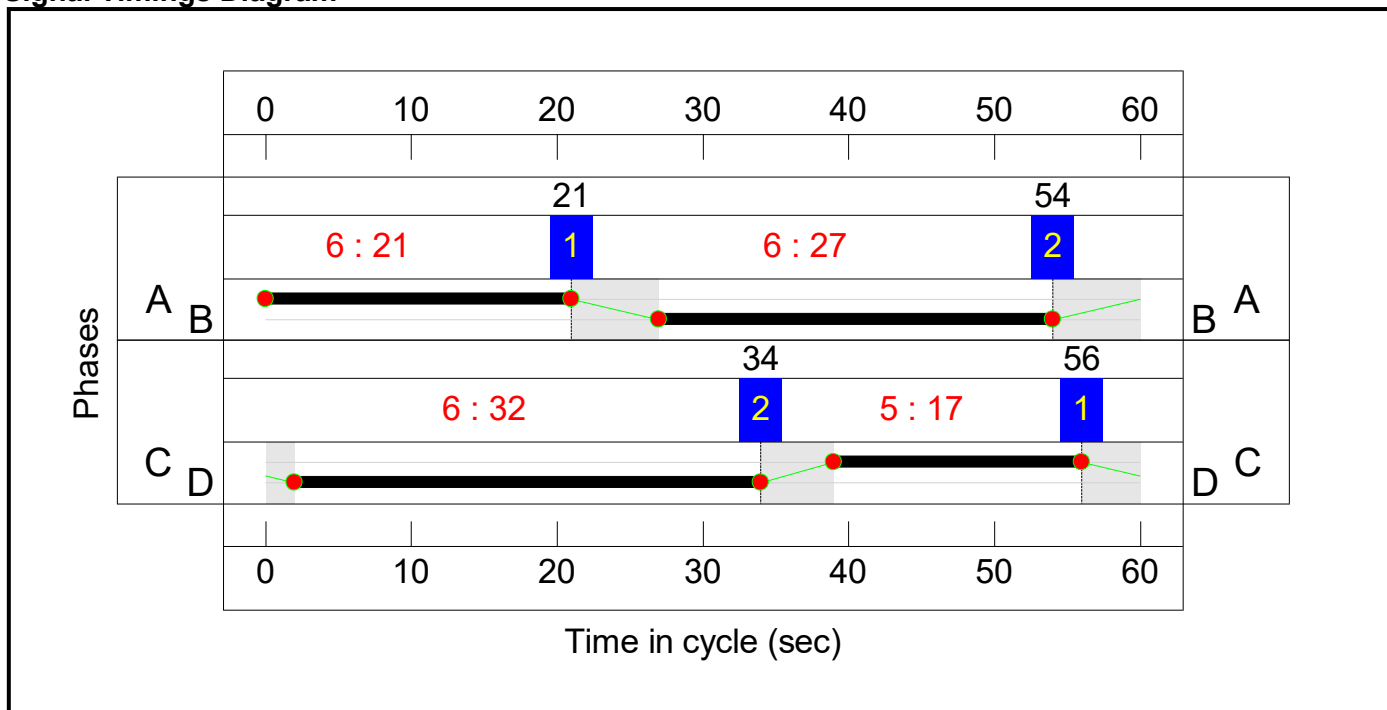
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

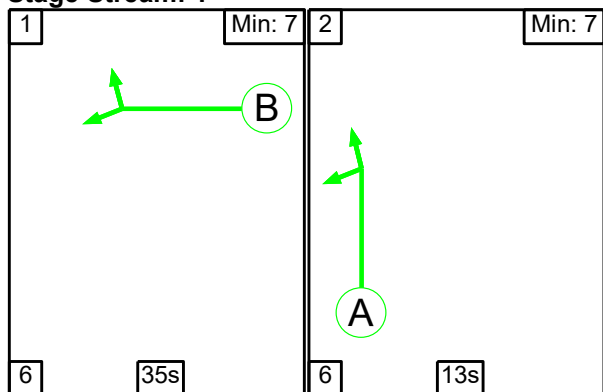
Signal Timings Diagram



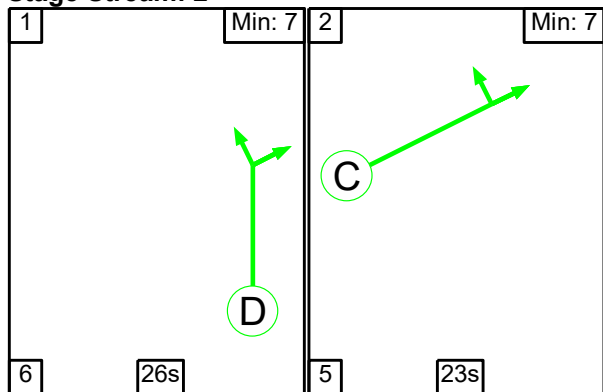
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings**Stage Stream: 1**

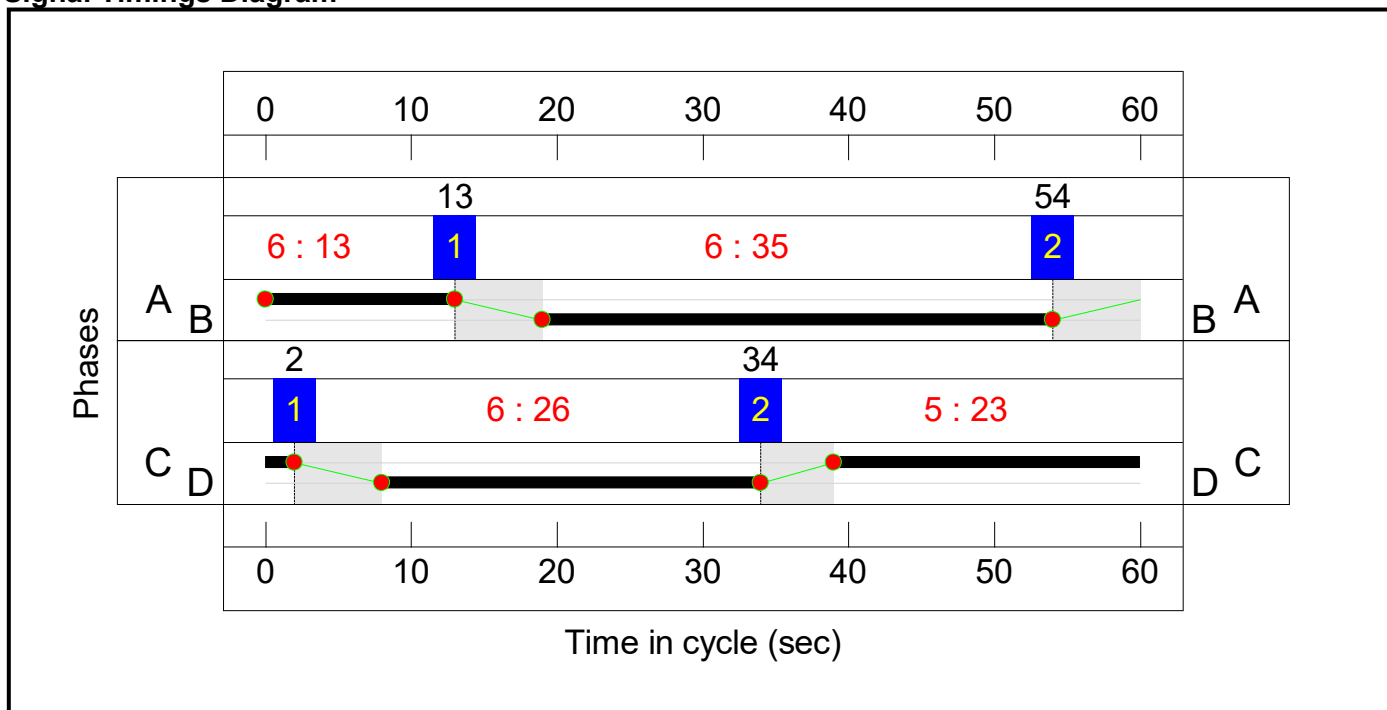
Stage	1	2
Duration	35	13
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

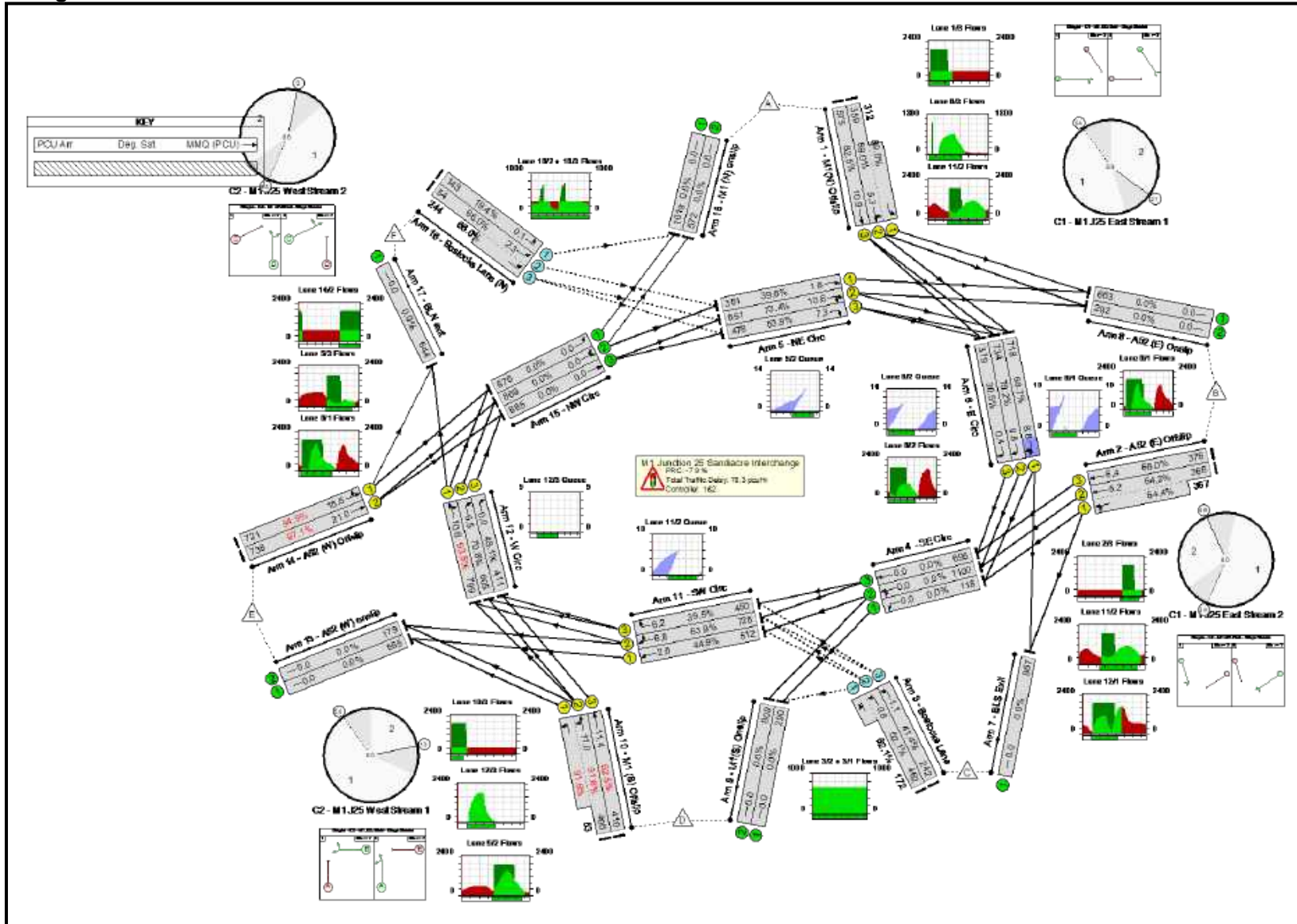
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	13	0	13
B	SW Circ Right Ahead	Traffic	1	35	19	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	13
10/2	M1 (S) Offslip Ahead Left	U	A	0	13
10/3	M1 (S) Offslip Ahead	U	A	0	13
11/1	SW Circ Ahead	U	B	19	54
11/2	SW Circ Right Ahead	U	B	19	54
11/3	SW Circ Right	U	B	19	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Network Layout Diagram



Network Results

Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	97.1%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	97.1%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	671	1900:1900	609+529	59.0 : 59.0%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	575	1900	697	82.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	733	1900:1900	570+570	64.2 : 64.4%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	376	1900	570	66.0%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	634	1800:1800	744+277	62.1 : 62.1%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	242	1800	584	41.4%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	118	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1100	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	695	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	351	1900	887	39.6%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	651	1900	887	73.4%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	478	1900	887	53.9%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	718	1900	1045	68.7%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	734	1900	1045	70.2%

Detailed Input Data And Results

6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	319	1900	1045	30.5%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	967	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	663	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	292	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	290	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	809	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	459	1900:1900	443+58	91.6 : 91.6%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	410	1900	443	92.5%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	512	1900	1140	44.9%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	728	1900	1140	63.9%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	450	1900	1140	39.5%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	799	1900	855	93.5%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	605	1900	855	70.8%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	411	1900	855	48.1%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	565	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	179	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	721	1900	760	94.9%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	23	-	-	738	1900	760	97.1%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	876	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	869	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	885	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	143	1800	738	19.4%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	298	1800:1800	82+370	66.0 : 66.0%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	644	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1019	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	572	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	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 25 Sandiacre Interchange	-	-	2249	0	0	42.0	36.2	0.0	78.3	-	-	-	-	
M1 Junction 25 Sandiacre Interchange	-	-	2249	0	0	42.0	36.2	0.0	78.3	-	-	-	-	
1/2+1/1	671	671	-	-	-	2.7	0.7	-	3.4	18.5	4.6	0.7	5.3	
1/3	575	575	-	-	-	2.8	2.3	-	5.0	31.5	8.6	2.3	10.9	
2/2+2/1	733	733	-	-	-	3.7	0.9	-	4.6	22.6	5.3	0.9	6.2	
2/3	376	376	-	-	-	1.9	1.0	-	2.9	27.5	5.4	1.0	6.4	
3/2+3/1	634	634	1268	0	0	0.0	0.8	-	0.8	4.6	0.0	0.8	0.8	
3/3	242	242	242	0	0	0.0	0.4	-	0.4	5.6	0.7	0.4	1.1	
4/1	118	118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1100	1100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	351	351	-	-	-	0.4	0.3	-	0.7	7.2	1.3	0.3	1.6	
5/2	651	651	-	-	-	1.4	1.4	-	2.8	15.5	9.2	1.4	10.6	
5/3	478	478	-	-	-	2.1	0.6	-	2.7	20.4	6.7	0.6	7.3	
6/1	718	718	-	-	-	2.3	0.0	-	2.3	11.4	8.8	0.0	8.8	
6/2	734	734	-	-	-	2.9	0.0	-	2.9	14.5	9.8	0.0	9.8	
6/3	319	319	-	-	-	0.1	0.0	-	0.1	1.4	0.4	0.0	0.4	
7/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

10/2+10/1	459	459	-	-	-	2.8	4.5	-	7.3	57.1	6.5	4.5	11.0	
10/3	410	410	-	-	-	2.6	4.8	-	7.3	64.5	6.6	4.8	11.4	
11/1	512	512	-	-	-	0.5	0.4	-	0.9	6.2	2.2	0.4	2.6	
11/2	728	728	-	-	-	1.4	0.9	-	2.3	11.3	6.0	0.9	6.8	
11/3	450	450	-	-	-	1.5	0.3	-	1.8	14.5	5.8	0.3	6.2	
12/1	799	799	-	-	-	3.4	0.0	-	3.4	15.1	10.6	0.0	10.6	
12/2	605	605	-	-	-	2.3	0.0	-	2.3	13.7	6.5	0.0	6.5	
12/3	411	411	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	
13/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	721	721	-	-	-	3.5	6.8	-	10.3	51.6	11.6	6.8	18.5	
14/2	738	738	-	-	-	3.6	9.2	-	12.8	62.3	11.9	9.2	21.0	
15/1	876	876	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/3	885	885	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	143	143	143	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	
16/2+16/3	298	298	596	0	0	0.1	1.0	-	1.1	12.8	1.4	1.0	2.3	
17/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	1019	1019	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/2	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) 9.0 28.1 -2.8 -7.9 -7.9 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 14.70 12.83 19.60 28.78 78.28 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 60 60 60 60 														

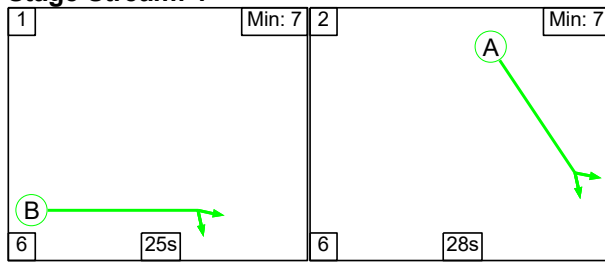
Detailed Input Data And Results

Scenario 17: '17' (FG17: '2041 AM Base SENS + Dev', Plan 1: '1')

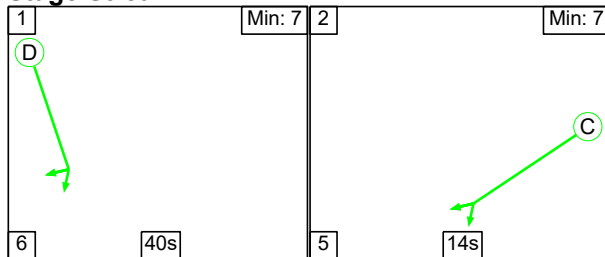
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

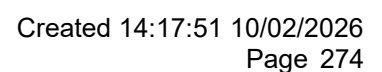
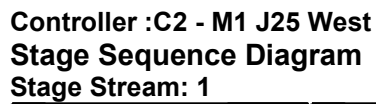
Stage	1	2
Duration	25	28
Change Point	58	24

Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	28	30	58
B	NE Circ Right Ahead	Traffic	1	25	64	24
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2



Stage Timings**Stage Stream: 1**

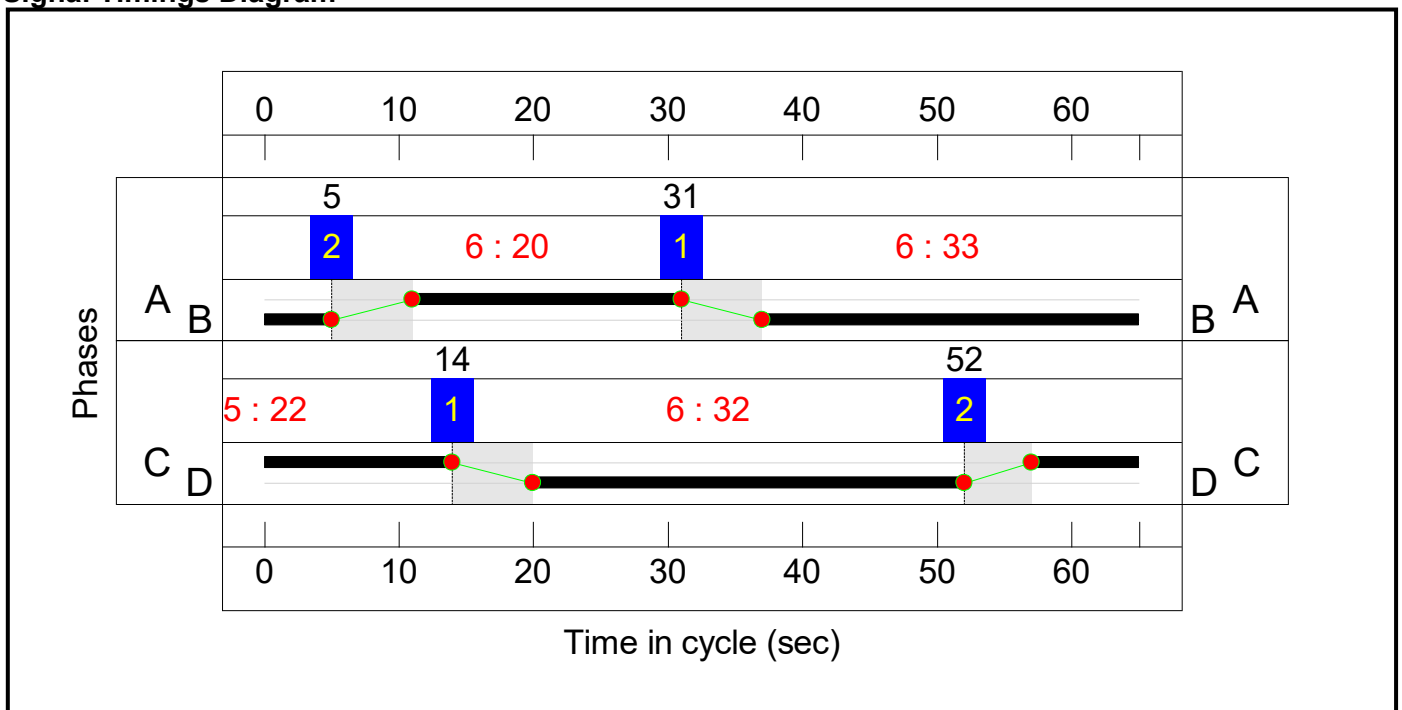
Stage	1	2
Duration	33	20
Change Point	31	5

Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

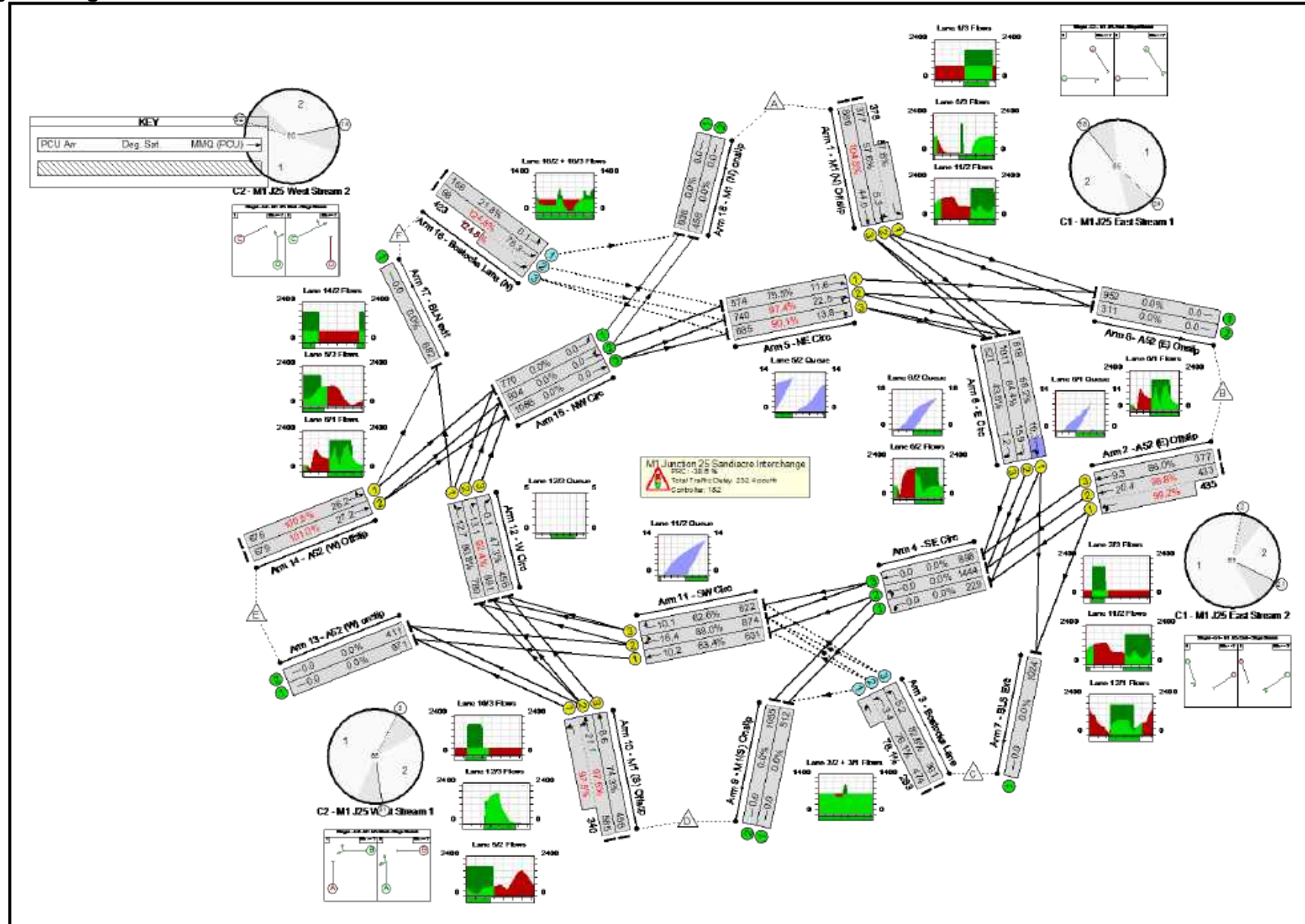
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	30	58
1/2	M1(N) Offslip Ahead Left	U	A	30	58
1/3	M1(N) Offslip Ahead	U	A	30	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	24
5/2	NE Circ Right Ahead	U	B	64	24
5/3	NE Circ Right	U	B	64	24
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Detailed Input Data And Results Network Layout Diagram



Network Results

Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	124.8%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	124.8%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	28	-	-	755	1900:1900	655+657	57.6 : 57.6%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	28	-	-	886	1900	848	104.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	868	1900:1900	438+438	98.8 : 99.2%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	377	1900	438	86.0%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	757	1800:1800	623+372	76.1 : 76.1%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	361	1800	437	82.6%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	229	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1532	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	925	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	25	-	-	574	1900	760	75.5%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	25	-	-	754	1900	760	97.4%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	25	-	-	761	1900	760	90.1%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	820	1900	1198	68.2%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	1099	1900	1198	84.4%

Detailed Input Data And Results

6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	548	1900	1198	43.5%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1026	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	952	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	311	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	512	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1121	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	925	1900:1900	600+349	97.5 : 97.5%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	456	1900	614	74.3%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	652	1900	994	63.4%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	897	1900	994	88.0%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	622	1900	994	62.6%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	786	1900	965	80.8%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	891	1900	965	92.4%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	456	1900	965	47.3%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	992	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	427	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	676	1900	672	100.5%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	22	-	-	679	1900	672	101.0%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	773	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	934	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	1092	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	166	1800	760	21.8%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	521	1800:1800	79+339	124.8 : 124.8%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	689	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	939	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	458	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	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 25 Sandiacre Interchange	-	-	2915	0	0	70.1	162.3	0.0	232.4	-	-	-	-	
M1 Junction 25 Sandiacre Interchange	-	-	2915	0	0	70.1	162.3	0.0	232.4	-	-	-	-	
1/2+1/1	755	755	-	-	-	2.6	0.7	-	3.3	15.7	4.6	0.7	5.3	
1/3	886	848	-	-	-	5.3	27.3	-	32.6	132.5	16.7	27.3	44.0	
2/2+2/1	868	868	-	-	-	6.0	12.7	-	18.7	77.5	7.7	12.7	20.4	
2/3	377	377	-	-	-	2.5	2.8	-	5.3	50.8	6.5	2.8	9.3	
3/2+3/1	757	757	1514	0	0	0.0	1.6	-	1.6	7.6	1.8	1.6	3.4	
3/3	361	361	361	0	0	0.2	2.2	-	2.5	24.7	2.9	2.2	5.2	
4/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1444	1444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	898	898	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	574	574	-	-	-	2.1	1.5	-	3.6	22.9	10.1	1.5	11.6	
5/2	740	740	-	-	-	4.6	9.5	-	14.1	68.8	13.0	9.5	22.5	
5/3	685	685	-	-	-	3.5	4.1	-	7.6	39.9	9.7	4.1	13.8	
6/1	818	818	-	-	-	1.7	0.0	-	1.7	7.4	10.3	0.0	10.3	
6/2	1011	1011	-	-	-	3.5	0.0	-	3.5	12.6	15.9	0.0	15.9	
6/3	521	521	-	-	-	0.4	0.0	-	0.4	2.4	1.2	0.0	1.2	
7/1	1024	1024	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	952	952	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1055	1055	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

10/2+10/1	925	925	-	-	-	5.2	10.4	-	15.6	60.6	10.7	10.4	21.1	
10/3	456	456	-	-	-	2.5	1.4	-	3.9	30.8	7.2	1.4	8.6	
11/1	631	631	-	-	-	3.2	0.9	-	4.1	23.2	9.3	0.9	10.2	
11/2	874	874	-	-	-	4.2	3.5	-	7.6	31.3	12.9	3.5	16.4	
11/3	622	622	-	-	-	1.8	0.8	-	2.6	15.1	9.3	0.8	10.1	
12/1	780	780	-	-	-	3.7	0.0	-	3.7	17.2	12.7	0.0	12.7	
12/2	891	891	-	-	-	4.5	0.0	-	4.5	18.4	13.1	0.0	13.1	
12/3	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	
13/1	971	971	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	676	672	-	-	-	4.1	14.0	-	18.0	96.0	12.3	14.0	26.2	
14/2	679	672	-	-	-	4.2	14.8	-	19.0	100.7	12.4	14.8	27.2	
15/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/3	1086	1086	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	166	166	166	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	
16/2+16/3	521	437	874	0	0	4.2	54.1	-	58.3	402.8	22.2	54.1	76.3	
17/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	936	936	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - M1 J25 East Stream: 1 PRC for Signalled Lanes (%) -16.1 C1 - M1 J25 East Stream: 2 PRC for Signalled Lanes (%) -10.2 C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) -8.3 C2 - M1 J25 West Stream: 2 PRC for Signalled Lanes (%) -12.2 PRC Over All Lanes (%) -38.6 Total Delay for Signalled Lanes (pcuHr): 61.27 Total Delay for Signalled Lanes (pcuHr): 29.58 Total Delay for Signalled Lanes (pcuHr): 33.74 Total Delay for Signalled Lanes (pcuHr): 45.30 Total Delay Over All Lanes(pcuHr): 232.41 Cycle Time (s): 65 Cycle Time (s): 65 Cycle Time (s): 65 Cycle Time (s): 65														

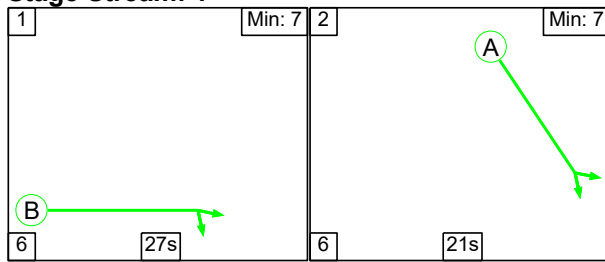
Detailed Input Data And Results

Scenario 18: '18' (FG18: '2041 PM Base SENS + Dev', Plan 1: '1')

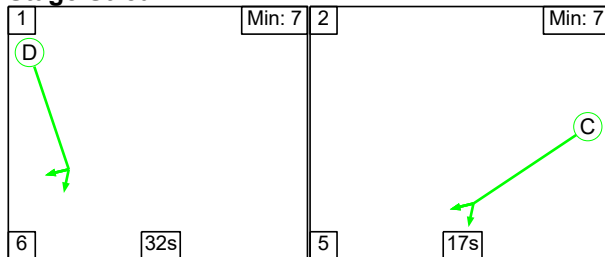
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

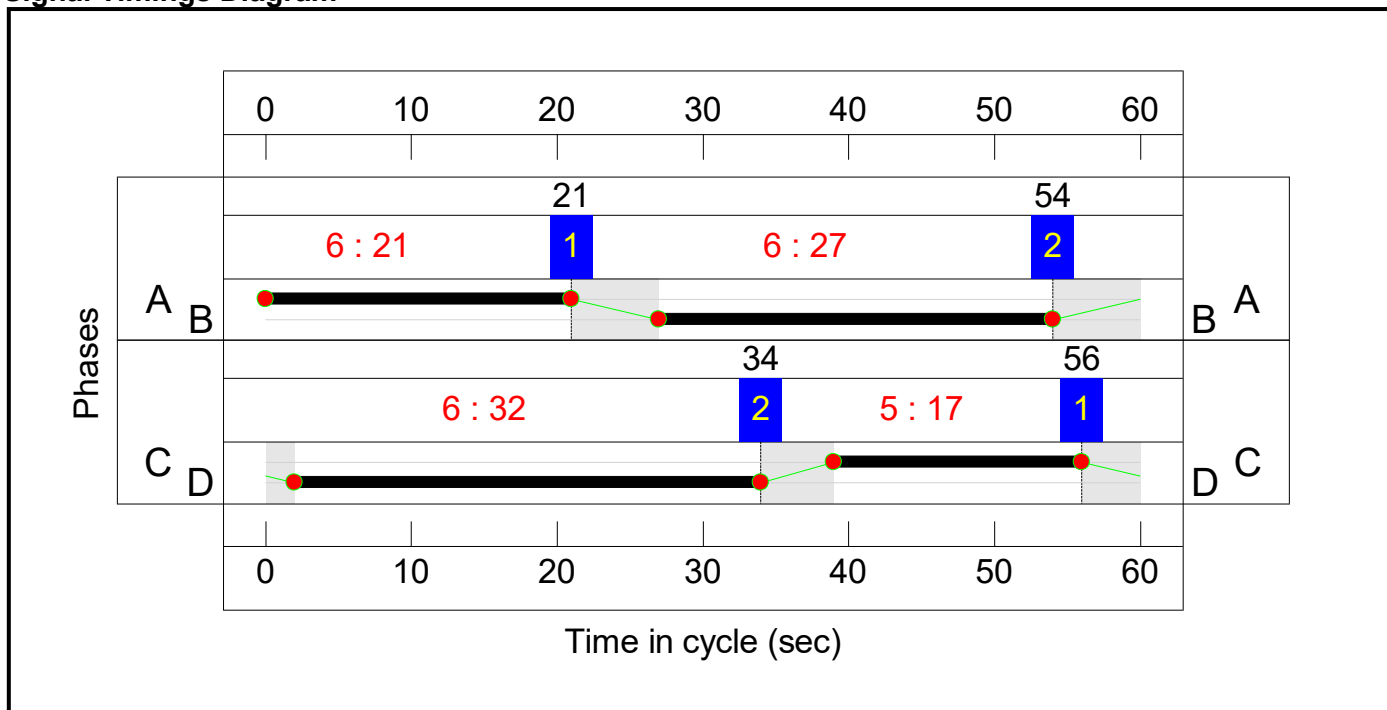
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

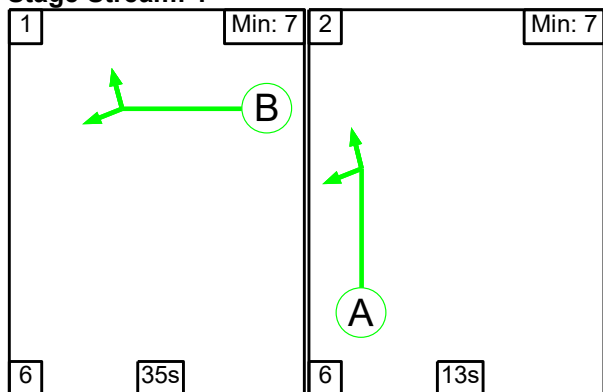
Signal Timings Diagram



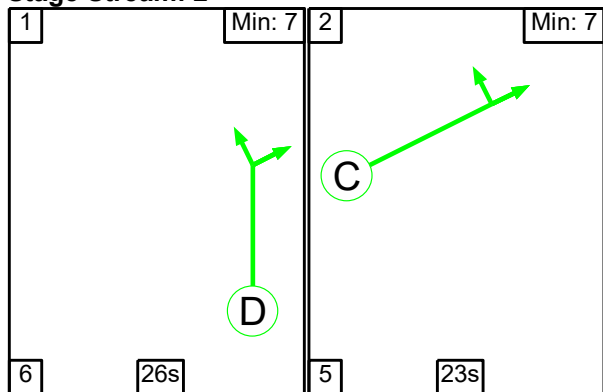
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings**Stage Stream: 1**

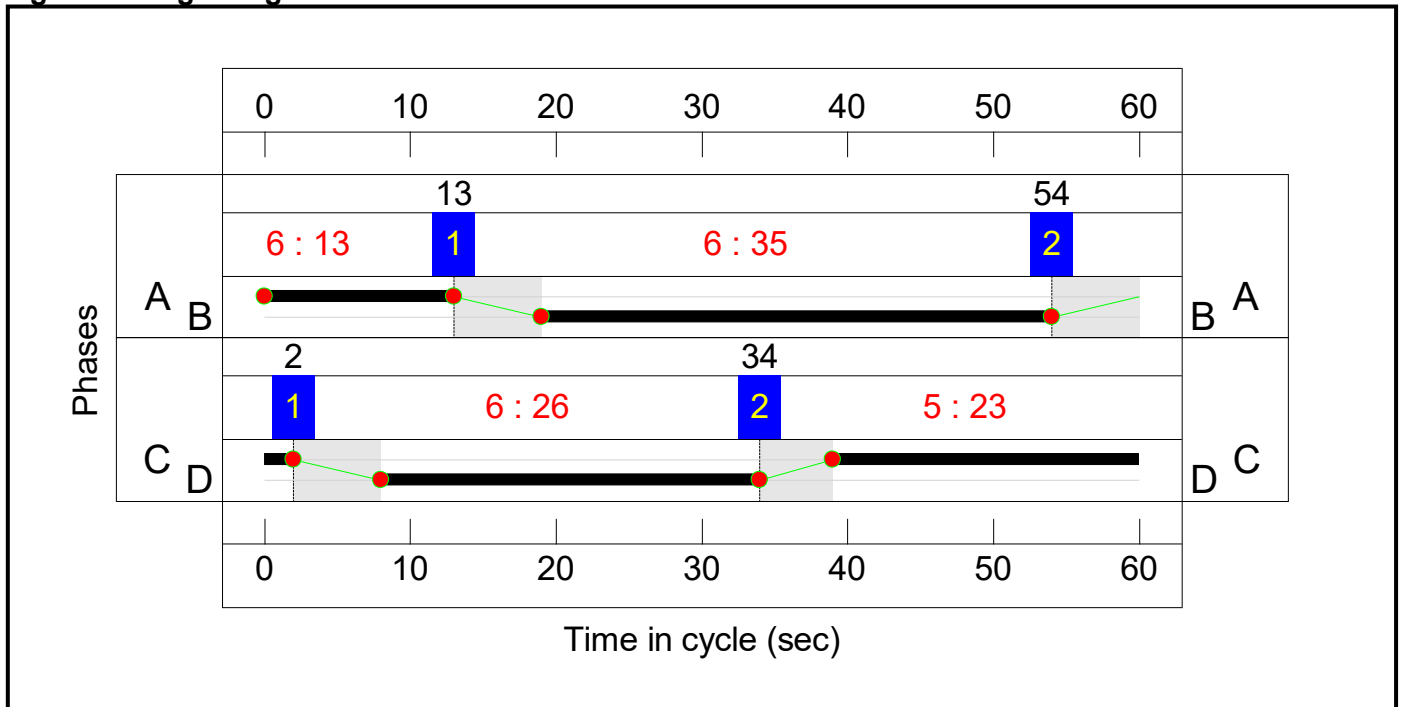
Stage	1	2
Duration	35	13
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

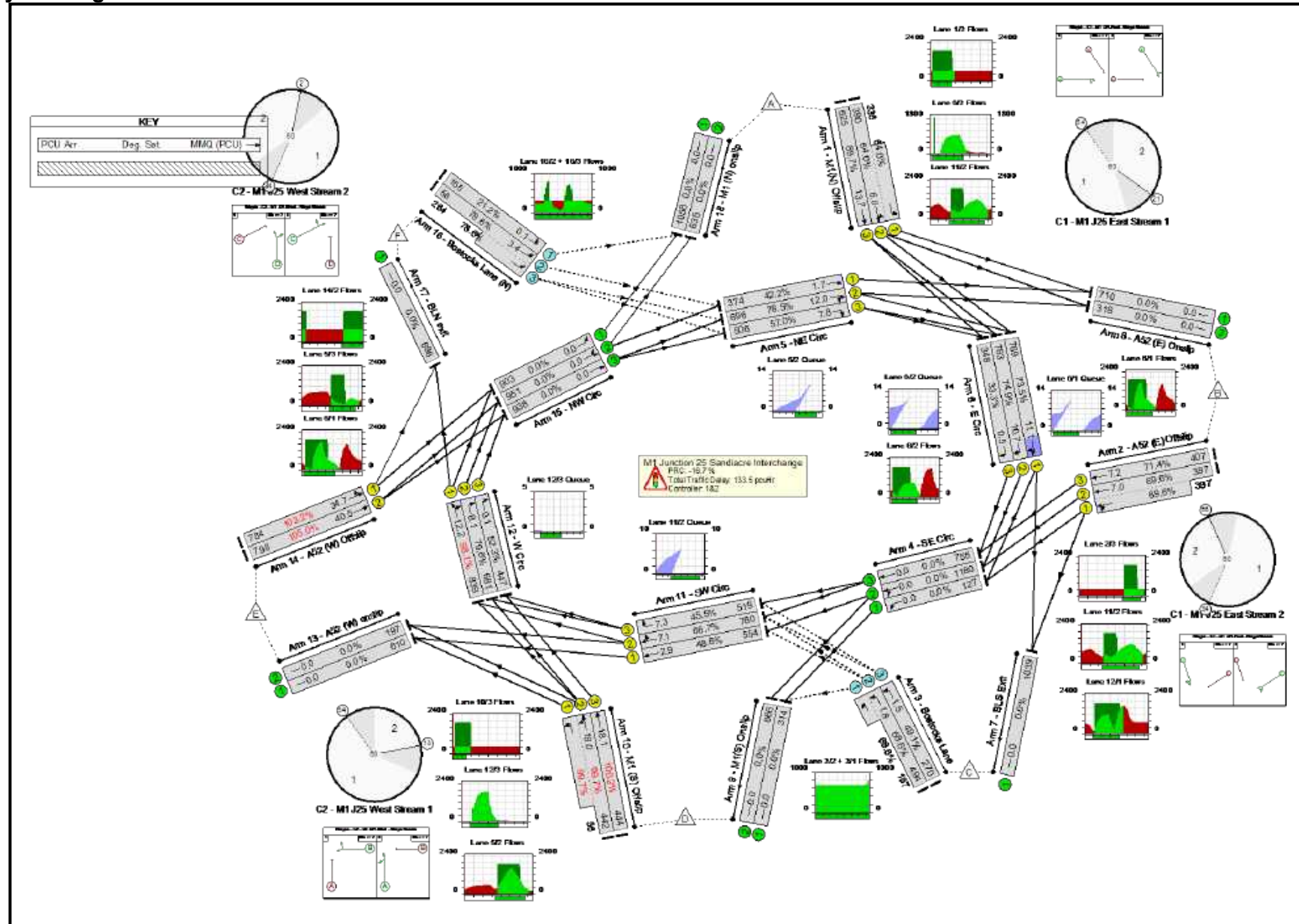
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	13	0	13
B	SW Circ Right Ahead	Traffic	1	35	19	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	13
10/2	M1 (S) Offslip Ahead Left	U	A	0	13
10/3	M1 (S) Offslip Ahead	U	A	0	13
11/1	SW Circ Ahead	U	B	19	54
11/2	SW Circ Right Ahead	U	B	19	54
11/3	SW Circ Right	U	B	19	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Detailed Input Data And Results Network Layout Diagram



Network Results

Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	105.0%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	105.0%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	726	1900:1900	609+525	64.0 : 64.0%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	625	1900	697	89.7%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	794	1900:1900	570+570	69.6 : 69.6%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	407	1900	570	71.4%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	681	1800:1800	720+273	68.6 : 68.6%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	270	1800	550	49.1%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	127	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1193	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	755	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	375	1900	887	42.2%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	708	1900	887	78.5%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	519	1900	887	57.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	780	1900	1045	73.5%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	796	1900	1045	74.9%

Detailed Input Data And Results

6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	348	1900	1045	33.3%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1050	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	711	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	318	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	314	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	879	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	498	1900:1900	443+56	99.7 : 99.7%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	444	1900	443	100.2%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	554	1900	1140	48.6%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	760	1900	1140	66.7%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	519	1900	1140	45.5%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	839	1900	855	98.1%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	681	1900	855	79.6%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	448	1900	855	52.3%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	610	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	197	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	784	1900	760	103.2%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	23	-	-	798	1900	760	105.0%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	924	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	964	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	963	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	155	1800	732	21.2%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	322	1800:1800	74+336	78.6 : 78.6%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	699	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1079	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	647	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	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 25 Sandiacre Interchange	-	-	2431	0	0	48.9	84.6	0.0	133.5	-	-	-	-	
M1 Junction 25 Sandiacre Interchange	-	-	2431	0	0	48.9	84.6	0.0	133.5	-	-	-	-	
1/2+1/1	726	726	-	-	-	3.0	0.9	-	3.9	19.3	5.1	0.9	6.0	
1/3	625	625	-	-	-	3.1	3.9	-	7.0	40.6	9.7	3.9	13.7	
2/2+2/1	794	794	-	-	-	4.1	1.1	-	5.2	23.8	5.8	1.1	7.0	
2/3	407	407	-	-	-	2.1	1.2	-	3.3	29.6	6.0	1.2	7.2	
3/2+3/1	681	681	1362	0	0	0.0	1.1	-	1.1	5.7	0.7	1.1	1.8	
3/3	270	270	270	0	0	0.0	0.5	-	0.5	7.0	1.0	0.5	1.5	
4/1	127	127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1180	1180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	374	374	-	-	-	0.4	0.4	-	0.7	7.2	1.3	0.4	1.7	
5/2	696	696	-	-	-	1.6	1.8	-	3.4	17.3	10.2	1.8	12.0	
5/3	506	506	-	-	-	2.2	0.7	-	2.9	20.7	7.1	0.7	7.8	
6/1	769	769	-	-	-	2.4	0.0	-	2.4	11.5	11.1	0.0	11.1	
6/2	783	783	-	-	-	3.2	0.0	-	3.2	14.5	10.7	0.0	10.7	
6/3	348	348	-	-	-	0.1	0.0	-	0.1	1.5	0.5	0.0	0.5	
7/1	1039	1039	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

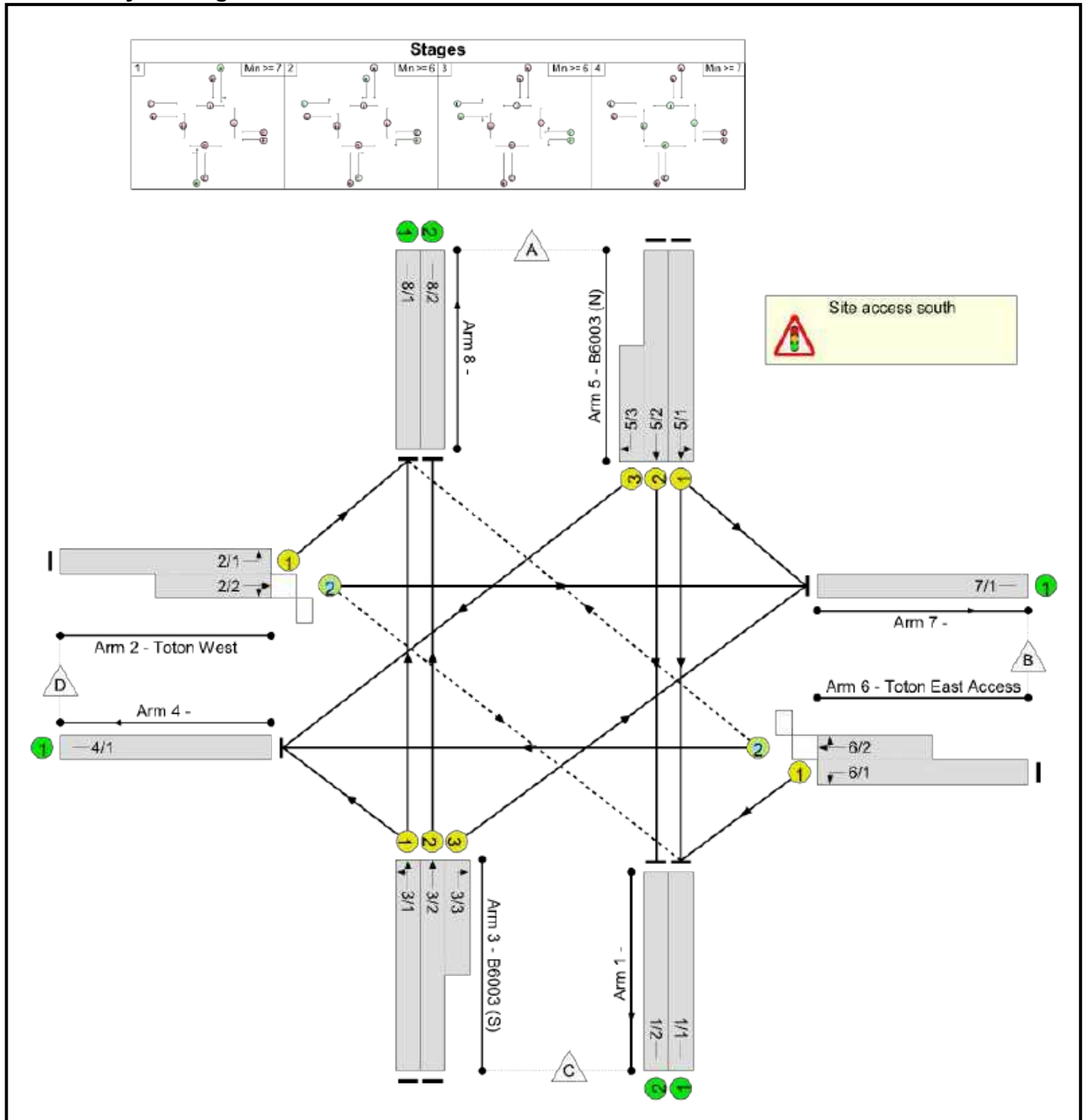
10/2+10/1	498	498	-	-	-	3.1	10.8	-	13.9	100.4	7.2	10.8	18.0	
10/3	444	443	-	-	-	2.9	10.7	-	13.6	110.0	7.4	10.7	18.1	
11/1	554	554	-	-	-	0.5	0.5	-	1.0	6.6	2.4	0.5	2.9	
11/2	760	760	-	-	-	1.4	1.0	-	2.4	11.4	6.1	1.0	7.1	
11/3	519	519	-	-	-	1.8	0.4	-	2.2	15.2	6.9	0.4	7.3	
12/1	839	839	-	-	-	3.6	0.0	-	3.6	15.3	12.2	0.0	12.2	
12/2	681	681	-	-	-	3.0	0.0	-	3.0	15.9	8.1	0.0	8.1	
12/3	447	447	-	-	-	0.0	0.0	-	0.0	0.3	0.1	0.0	0.1	
13/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	784	760	-	-	-	4.8	21.2	-	26.0	119.4	13.5	21.2	34.7	
14/2	798	760	-	-	-	5.3	26.5	-	31.9	143.7	13.9	26.5	40.5	
15/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/3	938	938	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	155	155	155	0	0	0.0	0.1	-	0.1	3.1	0.0	0.1	0.1	
16/2+16/3	322	322	644	0	0	0.2	1.8	-	1.9	21.7	1.6	1.8	3.4	
17/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	1058	1058	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/2	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) 0.3 20.2 -11.3 -16.7 -16.7 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 17.94 14.33 33.08 64.47 133.51 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 60 60 60 60 														

Full Input Data And Results

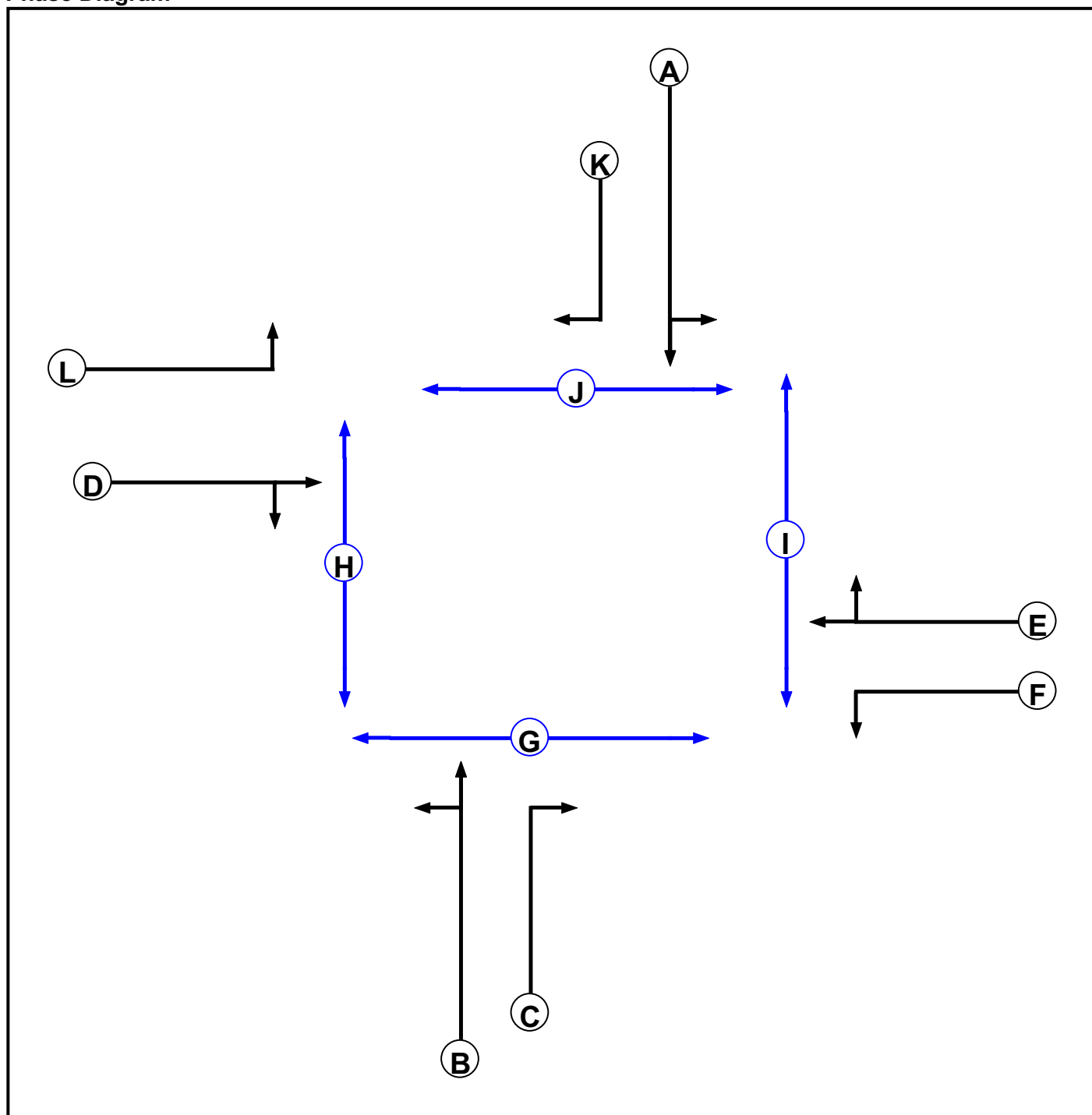
User and Project Details

Project:	Toton West
Title:	B6003 / Site Access / Toton East Access Crossroads
Location:	Nottingham
Client:	Bloor Homes Ltd
Additional detail:	
File name:	LINSIG B6003 Toton West and Toton East Site Access Crossroads Junction.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

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

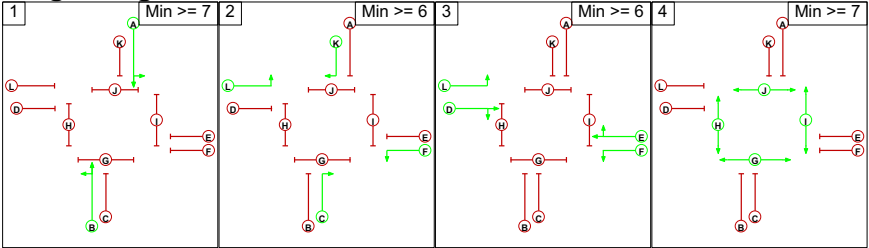
Phase Intergreens Matrix

	Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L
Terminating Phase	A		-	6	5	6	7	8	-	7	5	5	-
	B	-		5	6	5	-	5	7	-	8	6	7
	C	7	5		5	5	-	5	-	8	-	-	-
	D	7	5	6		-	-	8	5	8	7	6	-
	E	5	7	6	-		-	-	8	5	8	6	-
	F	5	-	-	-	-		7	-	5	-	-	-
	G	15	15	15	15	-	15		-	-	-	-	-
	H	-	11	-	11	11	-	-		-	-	11	11
	I	15	-	15	15	15	15	-	-		-	-	-
	J	11	11	-	11	11	-	-	-	-		11	11
	K	5	7	-	6	6	-	-	8	-	5		-
	L	-	5	-	-	-	-	-	5	-	7	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage			
From Stage		1	2	3	4
	1		7	7	8
	2	7		6	8
	3	7	6		8
	4	15	15	15	

Lane Input Data

Junction: Site access south												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1	U		2	3	5.0	Inf	-	-	-	-	-	-
1/2	U		2	3	5.0	Inf	-	-	-	-	-	-
2/1 (Toton West)	U	L	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 8 Left	12.00
2/2 (Toton West)	O	D	2	3	7.0	Geom	-	3.50	0.00	N	Arm 1 Right	20.00
3/1 (B6003 (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Ahead	Inf
											Arm 4 Left	12.00
3/2 (B6003 (S))	U	B	2	3	11.5	Geom	-	3.00	0.00	N	Arm 8 Ahead	Inf
3/3 (B6003 (S))	U	C	2	3	7.0	Geom	-	3.00	0.00	Y	Arm 7 Right	15.00
4/1	U		2	3	4.0	Inf	-	-	-	-	-	-
5/1 (B6003 (N))	U	A	2	3	33.0	Geom	-	3.00	0.00	Y	Arm 1 Ahead	Inf
											Arm 7 Left	12.00
5/2 (B6003 (N))	U	A	2	3	33.0	Geom	-	3.00	0.00	N	Arm 1 Ahead	Inf
5/3 (B6003 (N))	U	K	2	3	7.0	Geom	-	3.00	0.00	Y	Arm 4 Right	15.00
6/1 (Toton East Access)	U	F	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 1 Left	12.00
6/2 (Toton East Access)	O	E	2	3	7.0	Geom	-	3.50	0.00	N	Arm 4 Ahead	Inf
											Arm 8 Right	20.00
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2028 Base + Development AM'	08:00	09:00	01:00	
2: '2028 Base + Development PM'	17:00	18:00	01:00	
3: '2041 Base + Development AM'	08:00	09:00	01:00	
4: '2041 Base + Development PM'	17:00	18:00	01:00	
5: '2028 Base + Sensitivity + Development AM'	08:00	09:00	01:00	
6: '2028 Base + Sensitivity + Development PM'	17:00	18:00	01:00	
7: '2041 Base + Sensitivity + Development AM'	08:00	09:00	01:00	
8: '2041 Base + Sensitivity + Development PM'	17:00	18:00	01:00	

Scenario 1: '2028 Base + Development AM' (FG1: '2028 Base + Development AM', Plan 2: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	1018	29	1047
	B	0	0	0	0	0
	C	842	0	0	10	852
	D	142	0	49	0	191
	Tot.	984	0	1067	39	2090

Traffic Lane Flows

Lane	Scenario 1: 2028 Base + Development AM
Junction: Site access south	
1/1	537
1/2	530
2/1 (with short)	191(In) 142(Out)
2/2 (short)	49
3/1	403
3/2 (with short)	449(In) 449(Out)
3/3 (short)	0
4/1	39
5/1	488
5/2 (with short)	559(In) 530(Out)
5/3 (short)	29
6/1 (with short)	0(In) 0(Out)
6/2 (short)	0
7/1	0
8/1	535
8/2	449

Lane Saturation Flows

Junction: Site access south										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
1/1	Infinite Saturation Flow						Inf	Inf		
1/2	Infinite Saturation Flow						Inf	Inf		
2/1 (Toton West)	3.50	0.00	Y	Arm 8 Left	12.00	100.0 %	1747	1747		
2/2 (Toton West)	3.50	0.00	N	Arm 1 Right	20.00	100.0 %	1958	1958		
				Arm 7 Ahead	Inf	0.0 %				
3/1 (B6003 (S))	3.00	0.00	Y	Arm 4 Left	12.00	2.5 %	1909	1909		
				Arm 8 Ahead	Inf	97.5 %				
3/2 (B6003 (S))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055		
3/3 (B6003 (S))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915		
4/1	Infinite Saturation Flow						Inf	Inf		
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1915	1915		
				Arm 7 Left	12.00	0.0 %				
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055		
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741		
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	0.0 %	1965	1965		
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	2105	2105		
				Arm 8 Right	20.00	0.0 %				
7/1	Infinite Saturation Flow						Inf	Inf		
8/1	Infinite Saturation Flow						Inf	Inf		
8/2	Infinite Saturation Flow						Inf	Inf		

Scenario 2: '2028 Base + Development PM' (FG2: '2028 Base + Development PM', Plan 2: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	1053	108	1161
	B	0	0	0	0	0
	C	856	0	0	37	893
	D	43	0	15	0	58
	Tot.	899	0	1068	145	2112

Traffic Lane Flows

Lane	Scenario 2: 2028 Base + Development PM
Junction: Site access south	
1/1	531
1/2	537
2/1 (with short)	58(In) 43(Out)
2/2 (short)	15
3/1	421
3/2 (with short)	472(In) 472(Out)
3/3 (short)	0
4/1	145
5/1	516
5/2 (with short)	645(In) 537(Out)
5/3 (short)	108
6/1 (with short)	0(In) 0(Out)
6/2 (short)	0
7/1	0
8/1	427
8/2	472

Lane Saturation Flows

Junction: Site access south								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	Infinite Saturation Flow						Inf	Inf
1/2	Infinite Saturation Flow						Inf	Inf
2/1 (Toton West)	3.50	0.00	Y	Arm 8 Left	12.00	100.0 %	1747	1747
2/2 (Toton West)	3.50	0.00	N	Arm 1 Right	20.00	100.0 %	1958	1958
				Arm 7 Ahead	Inf	0.0 %		
3/1 (B6003 (S))	3.00	0.00	Y	Arm 4 Left	12.00	8.8 %	1894	1894
				Arm 8 Ahead	Inf	91.2 %		
3/2 (B6003 (S))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
3/3 (B6003 (S))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1915	1915
				Arm 7 Left	12.00	0.0 %		
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	0.0 %	1965	1965
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 8 Right	20.00	0.0 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2041 Base + Development AM' (FG3: '2041 Base + Development AM', Plan 2: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	1100	29	1129
	B	0	0	0	0	0
	C	910	0	0	10	920
	D	142	0	49	0	191
	Tot.	1052	0	1149	39	2240

Traffic Lane Flows

Lane	Scenario 3: 2041 Base + Development AM
Junction: Site access south	
1/1	577
1/2	572
2/1 (with short)	191(In) 142(Out)
2/2 (short)	49
3/1	436
3/2 (with short)	484(In) 484(Out)
3/3 (short)	0
4/1	39
5/1	528
5/2 (with short)	601(In) 572(Out)
5/3 (short)	29
6/1 (with short)	0(In) 0(Out)
6/2 (short)	0
7/1	0
8/1	568
8/2	484

Lane Saturation Flows

Junction: Site access south										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
1/1	Infinite Saturation Flow						Inf	Inf		
1/2	Infinite Saturation Flow						Inf	Inf		
2/1 (Toton West)	3.50	0.00	Y	Arm 8 Left	12.00	100.0 %	1747	1747		
2/2 (Toton West)	3.50	0.00	N	Arm 1 Right	20.00	100.0 %	1958	1958		
				Arm 7 Ahead	Inf	0.0 %				
3/1 (B6003 (S))	3.00	0.00	Y	Arm 4 Left	12.00	2.3 %	1910	1910		
				Arm 8 Ahead	Inf	97.7 %				
3/2 (B6003 (S))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055		
3/3 (B6003 (S))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915		
4/1	Infinite Saturation Flow						Inf	Inf		
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1915	1915		
				Arm 7 Left	12.00	0.0 %				
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055		
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741		
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	0.0 %	1965	1965		
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	2105	2105		
				Arm 8 Right	20.00	0.0 %				
7/1	Infinite Saturation Flow						Inf	Inf		
8/1	Infinite Saturation Flow						Inf	Inf		
8/2	Infinite Saturation Flow						Inf	Inf		

Scenario 4: '2041 Base + Development PM' (FG4: '2041 Base + Development PM', Plan 2: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	1143	108	1251
	B	0	0	0	0	0
	C	928	0	0	37	965
	D	43	0	15	0	58
	Tot.	971	0	1158	145	2274

Traffic Lane Flows

Lane	Scenario 4: 2041 Base + Development PM
Junction: Site access south	
1/1	582
1/2	576
2/1 (with short)	58(In) 43(Out)
2/2 (short)	15
3/1	456
3/2 (with short)	509(In) 509(Out)
3/3 (short)	0
4/1	145
5/1	567
5/2 (with short)	684(In) 576(Out)
5/3 (short)	108
6/1 (with short)	0(In) 0(Out)
6/2 (short)	0
7/1	0
8/1	462
8/2	509

Lane Saturation Flows

Junction: Site access south										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
1/1	Infinite Saturation Flow						Inf	Inf		
1/2	Infinite Saturation Flow						Inf	Inf		
2/1 (Toton West)	3.50	0.00	Y	Arm 8 Left	12.00	100.0 %	1747	1747		
2/2 (Toton West)	3.50	0.00	N	Arm 1 Right	20.00	100.0 %	1958	1958		
				Arm 7 Ahead	Inf	0.0 %				
3/1 (B6003 (S))	3.00	0.00	Y	Arm 4 Left	12.00	8.1 %	1896	1896		
				Arm 8 Ahead	Inf	91.9 %				
3/2 (B6003 (S))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055		
3/3 (B6003 (S))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915		
4/1	Infinite Saturation Flow						Inf	Inf		
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1915	1915		
				Arm 7 Left	12.00	0.0 %				
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055		
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741		
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	0.0 %	1965	1965		
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	2105	2105		
				Arm 8 Right	20.00	0.0 %				
7/1	Infinite Saturation Flow						Inf	Inf		
8/1	Infinite Saturation Flow						Inf	Inf		
8/2	Infinite Saturation Flow						Inf	Inf		

Scenario 5: '2028 Base + Sensitivity + Development AM ' (FG5: '2028 Base + Sensitivity + Development AM', Plan 2: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	0	1051	29	1080
	B	0	0	0	0	0
	C	849	0	0	10	859
	D	142	0	49	0	191
	Tot.	991	0	1100	39	2130

Traffic Lane Flows

Lane	Scenario 5: 2028 Base + Sensitivity + Development AM
Junction: Site access south	
1/1	553
1/2	547
2/1 (with short)	191(In) 142(Out)
2/2 (short)	49
3/1	407
3/2 (with short)	452(In) 452(Out)
3/3 (short)	0
4/1	39
5/1	504
5/2 (with short)	576(In) 547(Out)
5/3 (short)	29
6/1 (with short)	0(In) 0(Out)
6/2 (short)	0
7/1	0
8/1	539
8/2	452

Lane Saturation Flows

Junction: Site access south										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
1/1	Infinite Saturation Flow						Inf	Inf		
1/2	Infinite Saturation Flow						Inf	Inf		
2/1 (Toton West)	3.50	0.00	Y	Arm 8 Left	12.00	100.0 %	1747	1747		
2/2 (Toton West)	3.50	0.00	N	Arm 1 Right	20.00	100.0 %	1958	1958		
				Arm 7 Ahead	Inf	0.0 %				
3/1 (B6003 (S))	3.00	0.00	Y	Arm 4 Left	12.00	2.5 %	1909	1909		
				Arm 8 Ahead	Inf	97.5 %				
3/2 (B6003 (S))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055		
3/3 (B6003 (S))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915		
4/1	Infinite Saturation Flow						Inf	Inf		
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1915	1915		
				Arm 7 Left	12.00	0.0 %				
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055		
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741		
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	0.0 %	1965	1965		
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	2105	2105		
				Arm 8 Right	20.00	0.0 %				
7/1	Infinite Saturation Flow						Inf	Inf		
8/1	Infinite Saturation Flow						Inf	Inf		
8/2	Infinite Saturation Flow						Inf	Inf		

Scenario 6: '2028 Base + Sensitivity + Development PM' (FG6: '2028 Base + Sensitivity + Development PM', Plan 2: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	1063	108	1171
	B	0	0	0	0	0
	C	880	0	0	37	917
	D	43	0	15	0	58
	Tot.	923	0	1078	145	2146

Traffic Lane Flows

Lane	Scenario 6: 2028 Base + Sensitivity + Development PM
Junction: Site access south	
1/1	527
1/2	551
2/1 (with short)	58(In) 43(Out)
2/2 (short)	15
3/1	440
3/2 (with short)	477(In) 477(Out)
3/3 (short)	0
4/1	145
5/1	512
5/2 (with short)	659(In) 551(Out)
5/3 (short)	108
6/1 (with short)	0(In) 0(Out)
6/2 (short)	0
7/1	0
8/1	446
8/2	477

Lane Saturation Flows

Junction: Site access south										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
1/1	Infinite Saturation Flow						Inf	Inf		
1/2	Infinite Saturation Flow						Inf	Inf		
2/1 (Toton West)	3.50	0.00	Y	Arm 8 Left	12.00	100.0 %	1747	1747		
2/2 (Toton West)	3.50	0.00	N	Arm 1 Right	20.00	100.0 %	1958	1958		
				Arm 7 Ahead	Inf	0.0 %				
3/1 (B6003 (S))	3.00	0.00	Y	Arm 4 Left	12.00	8.4 %	1895	1895		
				Arm 8 Ahead	Inf	91.6 %				
3/2 (B6003 (S))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055		
3/3 (B6003 (S))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915		
4/1	Infinite Saturation Flow						Inf	Inf		
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1915	1915		
				Arm 7 Left	12.00	0.0 %				
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055		
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741		
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	0.0 %	1965	1965		
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	2105	2105		
				Arm 8 Right	20.00	0.0 %				
7/1	Infinite Saturation Flow						Inf	Inf		
8/1	Infinite Saturation Flow						Inf	Inf		
8/2	Infinite Saturation Flow						Inf	Inf		

Scenario 7: '2041 Base + Sensitivity + Development AM' (FG7: '2041 Base + Sensitivity + Development AM', Plan 2: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	1133	29	1162
	B	0	0	0	0	0
	C	916	0	0	10	926
	D	142	0	49	0	191
	Tot.	1058	0	1182	39	2279

Traffic Lane Flows

Lane	Scenario 7: 2041 Base + Sensitivity + Development AM
Junction: Site access south	
1/1	593
1/2	589
2/1 (with short)	191(In) 142(Out)
2/2 (short)	49
3/1	439
3/2 (with short)	487(In) 487(Out)
3/3 (short)	0
4/1	39
5/1	544
5/2 (with short)	618(In) 589(Out)
5/3 (short)	29
6/1 (with short)	0(In) 0(Out)
6/2 (short)	0
7/1	0
8/1	571
8/2	487

Lane Saturation Flows

Junction: Site access south								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	Infinite Saturation Flow						Inf	Inf
1/2	Infinite Saturation Flow						Inf	Inf
2/1 (Toton West)	3.50	0.00	Y	Arm 8 Left	12.00	100.0 %	1747	1747
2/2 (Toton West)	3.50	0.00	N	Arm 1 Right	20.00	100.0 %	1958	1958
				Arm 7 Ahead	Inf	0.0 %		
3/1 (B6003 (S))	3.00	0.00	Y	Arm 4 Left	12.00	2.3 %	1910	1910
				Arm 8 Ahead	Inf	97.7 %		
3/2 (B6003 (S))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
3/3 (B6003 (S))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1915	1915
				Arm 7 Left	12.00	0.0 %		
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	0.0 %	1965	1965
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 8 Right	20.00	0.0 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2041 Baae + Sensitivity + Development PM' (FG8: '2041 Base + Sensitivity + Development PM', Plan 2: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	1153	108	1261
	B	0	0	0	0	0
	C	953	0	0	37	990
	D	43	0	15	0	58
	Tot.	996	0	1168	145	2309

Traffic Lane Flows

Lane	Scenario 8: 2041 Baae + Sensitivity + Development PM
Junction: Site access south	
1/1	587
1/2	581
2/1 (with short)	58(In) 43(Out)
2/2 (short)	15
3/1	468
3/2 (with short)	522(In) 522(Out)
3/3 (short)	0
4/1	145
5/1	572
5/2 (with short)	689(In) 581(Out)
5/3 (short)	108
6/1 (with short)	0(In) 0(Out)
6/2 (short)	0
7/1	0
8/1	474
8/2	522

Lane Saturation Flows

Junction: Site access south										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
1/1	Infinite Saturation Flow						Inf	Inf		
1/2	Infinite Saturation Flow						Inf	Inf		
2/1 (Toton West)	3.50	0.00	Y	Arm 8 Left	12.00	100.0 %	1747	1747		
2/2 (Toton West)	3.50	0.00	N	Arm 1 Right	20.00	100.0 %	1958	1958		
				Arm 7 Ahead	Inf	0.0 %				
3/1 (B6003 (S))	3.00	0.00	Y	Arm 4 Left	12.00	7.9 %	1896	1896		
				Arm 8 Ahead	Inf	92.1 %				
3/2 (B6003 (S))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055		
3/3 (B6003 (S))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915		
4/1	Infinite Saturation Flow						Inf	Inf		
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1915	1915		
				Arm 7 Left	12.00	0.0 %				
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055		
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741		
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	0.0 %	1965	1965		
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	2105	2105		
				Arm 8 Right	20.00	0.0 %				
7/1	Infinite Saturation Flow						Inf	Inf		
8/1	Infinite Saturation Flow						Inf	Inf		
8/2	Infinite Saturation Flow						Inf	Inf		

Stage Timings

Scenario 1: '2028 Base + Development AM' (FG1: '2028 Base + Development AM', Plan 2: 'Peds alt')

Stage	1	2	3	1	2	3	4
Duration	19	6	7	42	6	7	7
Change Point	0	34	47	60	109	122	135

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 / Site Access / Toton East Access Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	63.3%
Site access south	-	-	N/A	-	-		-	-	-	-	-	-	63.3%
2/1+2/2	Toton West Right Ahead Left	U+O	N/A	N/A	L D		2	38:14	-	191	1747:1958	443+153	32.1 : 32.1%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	61	-	403	1909	802	50.3%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B C		2	61:16	-	449	2055:1915	863+0	52.0 : 0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	61	-	488	1915	804	60.7%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A K		2	61:14	-	559	2055:1741	838+46	63.3 : 63.3%
6/1+6/2	Toton East Access Left Ahead Right	U+O	N/A	N/A	F E		2	38:14	-	0	1965:2105	111+221	0.0 : 0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 / Site Access / Toton East Access Crossroads	-	-	48	0	1	10.7	2.9	0.0	13.6	-	-	-	-
Site access south	-	-	48	0	1	10.7	2.9	0.0	13.6	-	-	-	-
2/1+2/2	191	191	48	0	1	1.3	0.2	0.0	1.5 (1.0+0.5)	28.7 (26.4:35.5)	2.3	0.2	2.6
3/1	403	403	-	-	-	1.9	0.5	-	2.4	21.6	7.7	0.5	8.2
3/2+3/3	449	449	-	-	-	2.2	0.5	-	2.7 (2.7+0.0)	21.6 (21.6:0.0)	8.7	0.5	9.3
5/1	488	488	-	-	-	2.5	0.8	-	3.2	23.8	9.9	0.8	10.7
5/2+5/3	559	559	-	-	-	2.9	0.9	-	3.8 (3.5+0.3)	24.3 (23.7:36.0)	11.1	0.9	12.0
6/1+6/2	0	0	0	0	0	0.0	0.0	0.0	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
C1 - Southern Access													
PRC for Signalled Lanes (%):				42.3	Total Delay for Signalled Lanes (pcuHr):				13.64	Cycle Time (s): 150			
PRC Over All Lanes (%):				42.3	Total Delay Over All Lanes(pcuHr):				13.64				

Stage Timings

Scenario 2: '2028 Base + Development PM' (FG2: '2028 Base + Development PM', Plan 2: 'Peds alt')

Stage	1	2	3	1	2	3	4
Duration	21	6	7	40	6	7	7
Change Point	0	36	49	62	109	122	135

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 / Site Access / Toton East Access Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	69.9%
Site access south	-	-	N/A	-	-		-	-	-	-	-	-	69.9%
2/1+2/2	Toton West Right Ahead Left	U+O	N/A	N/A	L D		2	38:14	-	58	1747:1958	443+154	9.7 : 9.7%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	61	-	421	1894	795	52.9%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B C		2	61:16	-	472	2055:1915	863+0	54.7 : 0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	61	-	516	1915	804	64.2%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A K		2	61:14	-	645	2055:1741	768+154	69.9 : 69.9%
6/1+6/2	Toton East Access Left Ahead Right	U+O	N/A	N/A	F E		2	38:14	-	0	1965:2105	110+219	0.0 : 0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 / Site Access / Toton East Access Crossroads	-	-	15	0	0	11.1	3.3	0.0	14.3	-	-	-	-
Site access south	-	-	15	0	0	11.1	3.3	0.0	14.3	-	-	-	-
2/1+2/2	58	58	15	0	0	0.4	0.1	0.0	0.4 (0.3+0.1)	26.6 (24.1:33.8)	0.7	0.1	0.7
3/1	421	421	-	-	-	2.0	0.6	-	2.6	22.2	8.2	0.6	8.7
3/2+3/3	472	472	-	-	-	2.3	0.6	-	2.9 (2.9+0.0)	22.1 (22.1:0.0)	9.3	0.6	9.9
5/1	516	516	-	-	-	2.6	0.9	-	3.5	24.7	10.7	0.9	11.6
5/2+5/3	645	645	-	-	-	3.7	1.2	-	4.9 (3.7+1.2)	27.1 (24.8:38.4)	12.2	1.2	13.4
6/1+6/2	0	0	0	0	0	0.0	0.0	0.0	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
C1 - Southern Access													
PRC for Signalled Lanes (%):				28.7	Total Delay for Signalled Lanes (pcuHr):				14.31	Cycle Time (s): 150			
PRC Over All Lanes (%):				28.7	Total Delay Over All Lanes(pcuHr):				14.31				

Stage Timings

Scenario 3: '2041 Base + Development AM' (FG3: '2041 Base + Development AM', Plan 2: 'Peds alt')

Stage	1	2	3	1	2	3	4
Duration	21	6	7	40	6	7	7
Change Point	0	36	49	62	109	122	135

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 / Site Access / Toton East Access Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	68.1%
Site access south	-	-	N/A	-	-		-	-	-	-	-	-	68.1%
2/1+2/2	Toton West Right Ahead Left	U+O	N/A	N/A	L D		2	38:14	-	191	1747:1958	443+153	32.1 : 32.1%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	61	-	436	1910	802	54.4%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B C		2	61:16	-	484	2055:1915	863+0	56.1 : 0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	61	-	528	1915	804	65.6%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A K		2	61:14	-	601	2055:1741	840+43	68.1 : 68.1%
6/1+6/2	Toton East Access Left Ahead Right	U+O	N/A	N/A	F E		2	38:14	-	0	1965:2105	55+219	0.0 : 0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 / Site Access / Toton East Access Crossroads	-	-	48	0	1	11.7	3.5	0.0	15.2	-	-	-	-
Site access south	-	-	48	0	1	11.7	3.5	0.0	15.2	-	-	-	-
2/1+2/2	191	191	48	0	1	1.3	0.2	0.0	1.5 (1.0+0.5)	28.8 (26.4:35.5)	2.4	0.2	2.7
3/1	436	436	-	-	-	2.1	0.6	-	2.7	22.4	8.6	0.6	9.2
3/2+3/3	484	484	-	-	-	2.4	0.6	-	3.0 (3.0+0.0)	22.4 (22.4:0.0)	9.5	0.6	10.2
5/1	528	528	-	-	-	2.7	0.9	-	3.7	25.1	11.0	0.9	11.9
5/2+5/3	601	601	-	-	-	3.2	1.1	-	4.3 (4.0+0.3)	25.6 (25.1:36.8)	12.3	1.1	13.4
6/1+6/2	0	0	0	0	0	0.0	0.0	0.0	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
C1 - Southern Access													
PRC for Signalled Lanes (%):				32.2		Total Delay for Signalled Lanes (pcuHr):			15.21		Cycle Time (s): 150		
PRC Over All Lanes (%):				32.2		Total Delay Over All Lanes(pcuHr):			15.21				

Stage Timings

Scenario 4: '2041 Base + Development PM' (FG4: '2041 Base + Development PM', Plan 2: 'Peds alt')

Stage	1	2	3	1	2	3	4
Duration	24	6	7	37	6	7	7
Change Point	0	39	52	65	109	122	135

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 / Site Access / Toton East Access Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	74.5%
Site access south	-	-	N/A	-	-		-	-	-	-	-	-	74.5%
2/1+2/2	Toton West Right Ahead Left	U+O	N/A	N/A	L D		2	38:14	-	58	1747:1958	443+154	9.7 : 9.7%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	61	-	456	1896	796	57.3%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B C		2	61:16	-	509	2055:1915	863+0	59.0 : 0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	61	-	567	1915	804	70.5%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A K		2	61:14	-	684	2055:1741	773+145	74.5 : 74.5%
6/1+6/2	Toton East Access Left Ahead Right	U+O	N/A	N/A	F E		2	38:14	-	0	1965:2105	111+221	0.0 : 0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 / Site Access / Toton East Access Crossroads	-	-	15	0	0	12.2	4.1	0.0	16.2	-	-	-	-
Site access south	-	-	15	0	0	12.2	4.1	0.0	16.2	-	-	-	-
2/1+2/2	58	58	15	0	0	0.4	0.1	0.0	0.4 (0.3+0.1)	26.7 (24.2:33.9)	0.7	0.1	0.8
3/1	456	456	-	-	-	2.3	0.7	-	2.9	23.0	9.1	0.7	9.8
3/2+3/3	509	509	-	-	-	2.5	0.7	-	3.3 (3.3+0.0)	23.0 (23.0:0.0)	10.3	0.7	11.0
5/1	567	567	-	-	-	3.0	1.2	-	4.2	26.7	12.3	1.2	13.5
5/2+5/3	684	684	-	-	-	4.0	1.4	-	5.4 (4.2+1.2)	28.6 (26.5:39.7)	13.7	1.4	15.1
6/1+6/2	0	0	0	0	0	0.0	0.0	0.0	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
C1 - Southern Access													
PRC for Signalled Lanes (%):				20.9	Total Delay for Signalled Lanes (pcuHr):				16.24	Cycle Time (s): 150			
PRC Over All Lanes (%):				20.9	Total Delay Over All Lanes(pcuHr):				16.24				

Stage Timings

Scenario 5: '2028 Base + Sensitivity + Development AM ' (FG5: '2028 Base + Sensitivty + Development AM', Plan 2: 'Peds alt')

Stage	1	2	3	1	2	3	4
Duration	20	6	7	41	6	7	7
Change Point	0	35	48	61	109	122	135

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 / Site Access / Toton East Access Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	65.2%
Site access south	-	-	N/A	-	-		-	-	-	-	-	-	65.2%
2/1+2/2	Toton West Right Ahead Left	U+O	N/A	N/A	L D		2	38:14	-	191	1747:1958	443+153	32.1 : 32.1%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	61	-	407	1909	802	50.8%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B C		2	61:16	-	452	2055:1915	863+0	52.4 : 0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	61	-	504	1915	804	62.7%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A K		2	61:14	-	576	2055:1741	839+44	65.2 : 65.2%
6/1+6/2	Toton East Access Left Ahead Right	U+O	N/A	N/A	F E		2	38:14	-	0	1965:2105	111+221	0.0 : 0.0%

Stage Timings

Scenario 6: '2028 Base + Sensitivity + Development PM' (FG6: '2028 Base + Sensitivity + Development PM', Plan 2: 'Peds alt')

Stage	1	2	3	1	2	3	4
Duration	22	6	7	39	6	7	7
Change Point	0	37	50	63	109	122	135

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 / Site Access / Toton East Access Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	71.6%
Site access south	-	-	N/A	-	-		-	-	-	-	-	-	71.6%
2/1+2/2	Toton West Right Ahead Left	U+O	N/A	N/A	L D		2	38:14	-	58	1747:1958	443+154	9.7 : 9.7%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	61	-	440	1895	796	55.3%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B C		2	61:16	-	477	2055:1915	863+0	55.3 : 0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	61	-	512	1915	804	63.7%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A K		2	61:14	-	659	2055:1741	770+151	71.6 : 71.6%
6/1+6/2	Toton East Access Left Ahead Right	U+O	N/A	N/A	F E		2	38:14	-	0	1965:2105	111+221	0.0 : 0.0%

Stage Timings

Scenario 7: '2041 Base + Sensitivity + Development AM' (FG7: '2041 Base + Sensitivity + Development AM', Plan 2: 'Peds alt')

Stage	1	2	3	1	2	3	4
Duration	22	6	7	39	6	7	7
Change Point	0	37	50	63	109	122	135

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 / Site Access / Toton East Access Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	70.0%
Site access south	-	-	N/A	-	-		-	-	-	-	-	-	70.0%
2/1+2/2	Toton West Right Ahead Left	U+O	N/A	N/A	L D		2	38:14	-	191	1747:1958	443+153	32.1 : 32.1%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	61	-	439	1910	802	54.7%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B C		2	61:16	-	487	2055:1915	863+0	56.4 : 0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	61	-	544	1915	804	67.6%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A K		2	61:14	-	618	2055:1741	841+41	70.0 : 70.0%
6/1+6/2	Toton East Access Left Ahead Right	U+O	N/A	N/A	F E		2	38:14	-	0	1965:2105	222+221	0.0 : 0.0%

Stage Timings

Scenario 8: '2041 Baae + Sensitivity + Development PM' (FG8: '2041 Base + Sensitivity + Development PM', Plan 2: 'Peds alt')

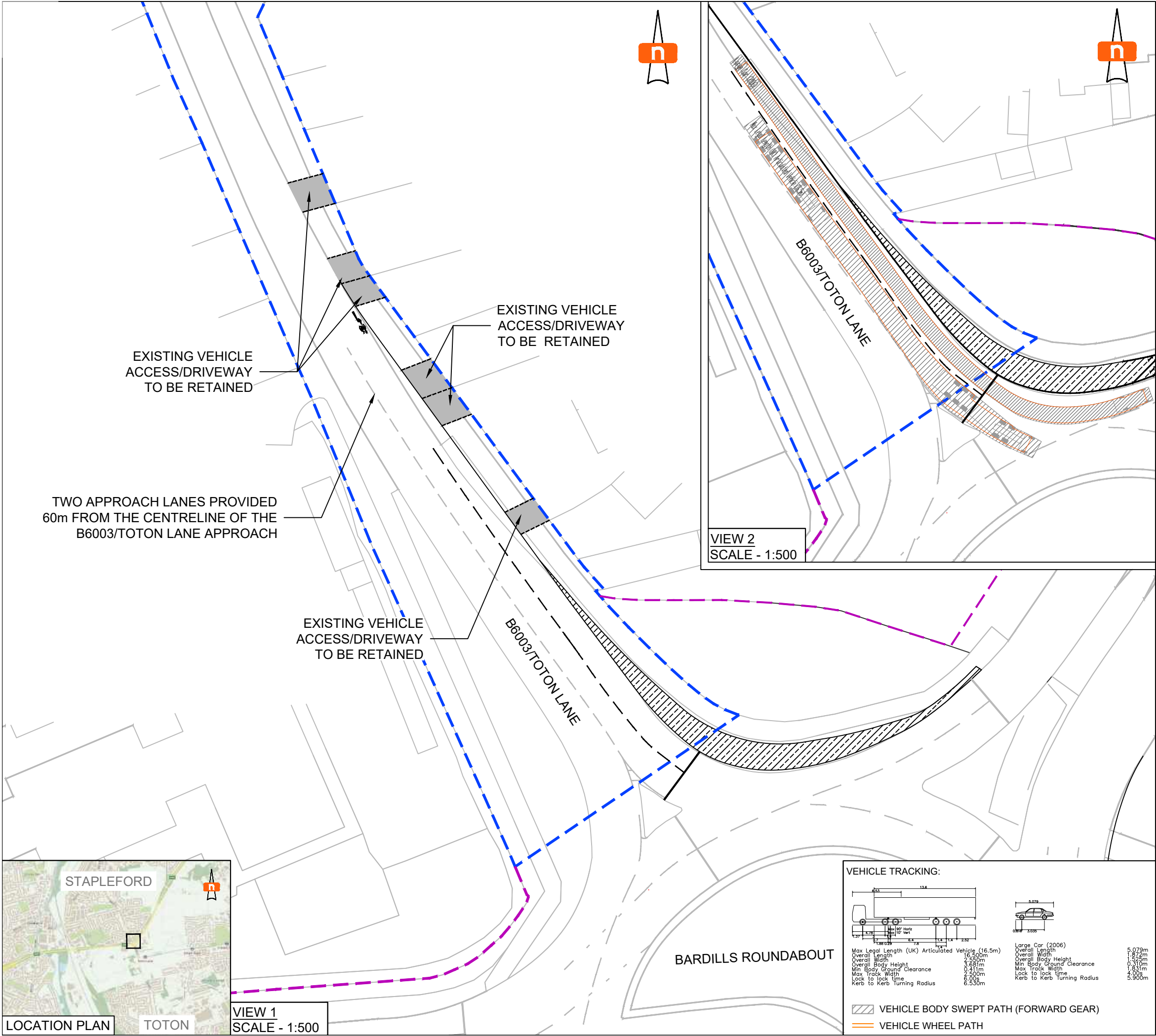
Stage	1	2	3	1	2	3	4
Duration	24	6	7	37	6	7	7
Change Point	0	39	52	65	109	122	135

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 / Site Access / Toton East Access Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	75.0%
Site access south	-	-	N/A	-	-		-	-	-	-	-	-	75.0%
2/1+2/2	Toton West Right Ahead Left	U+O	N/A	N/A	L D		2	38:14	-	58	1747:1958	443+154	9.7 : 9.7%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	61	-	468	1896	796	58.8%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B C		2	61:16	-	522	2055:1915	863+0	60.5 : 0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	61	-	572	1915	804	71.1%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A K		2	61:14	-	689	2055:1741	774+144	75.0 : 75.0%
6/1+6/2	Toton East Access Left Ahead Right	U+O	N/A	N/A	F E		2	38:14	-	0	1965:2105	111+221	0.0 : 0.0%

APPENDIX H

Mitigation Sketches



- NOTE:
1. THIS DRAWING IS BASED UPON ORDNANCE SURVEY MAPPING. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
 2. ROAD MARKINGS & TRAFFIC SIGNS ARE TO BE IN ACCORDANCE WITH 'THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016'.
 3. HIGHWAY BOUNDARY INFORMATION HAS BEEN OBTAINED FROM VIA EAST MIDLANDS LTD AND NATIONAL HIGHWAYS OPEN DATA AND HAS BEEN TRANSCRIBED BY MODE ONTO AN ORDNANCE SURVEY. MODE ACCEPTS NO LIABILITY FOR THE ACCURACY OF THE DATA PROVIDED AND THE HIGHWAY BOUNDARY INFORMATION SHOWN IS SUBJECT TO CHECKS BY A LICENSED CONVEYANCER.
 4. DO NOT SCALE FROM THIS DRAWING WORK FROM FIGURED DIMENSIONS ONLY.
 5. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.

KEY:

—	ORDNANCE SURVEY MAPPING
—	HIGHWAY BOUNDARY (TRANSCRIBED HIGHWAY BOUNDARY BASED ON NOTTINGHAMSHIRE COUNTY COUNCIL)
—	HIGHWAY BOUNDARY (TRANSCRIBED HIGHWAY BOUNDARY BASED ON NATIONAL HIGHWAYS)
—	PROPOSED ALIGNMENT
—	PROPOSED ROAD MARKINGS
▨	PROPOSED VERGE EXTENTS
▩	EXISTING VEHICLE ACCESS

-	17.12.2025	INITIAL ISSUE
REV	DATE	REMARKS

CLIENT

BLOOR HOMES LTD

JOB TITLE

TOTON WEST

DRAWING TITLE

BARDILLS ROUNDABOUT MITIGATION (OPTION 1) AND SWEEP PATH ANALYSIS

DRAWING NO.

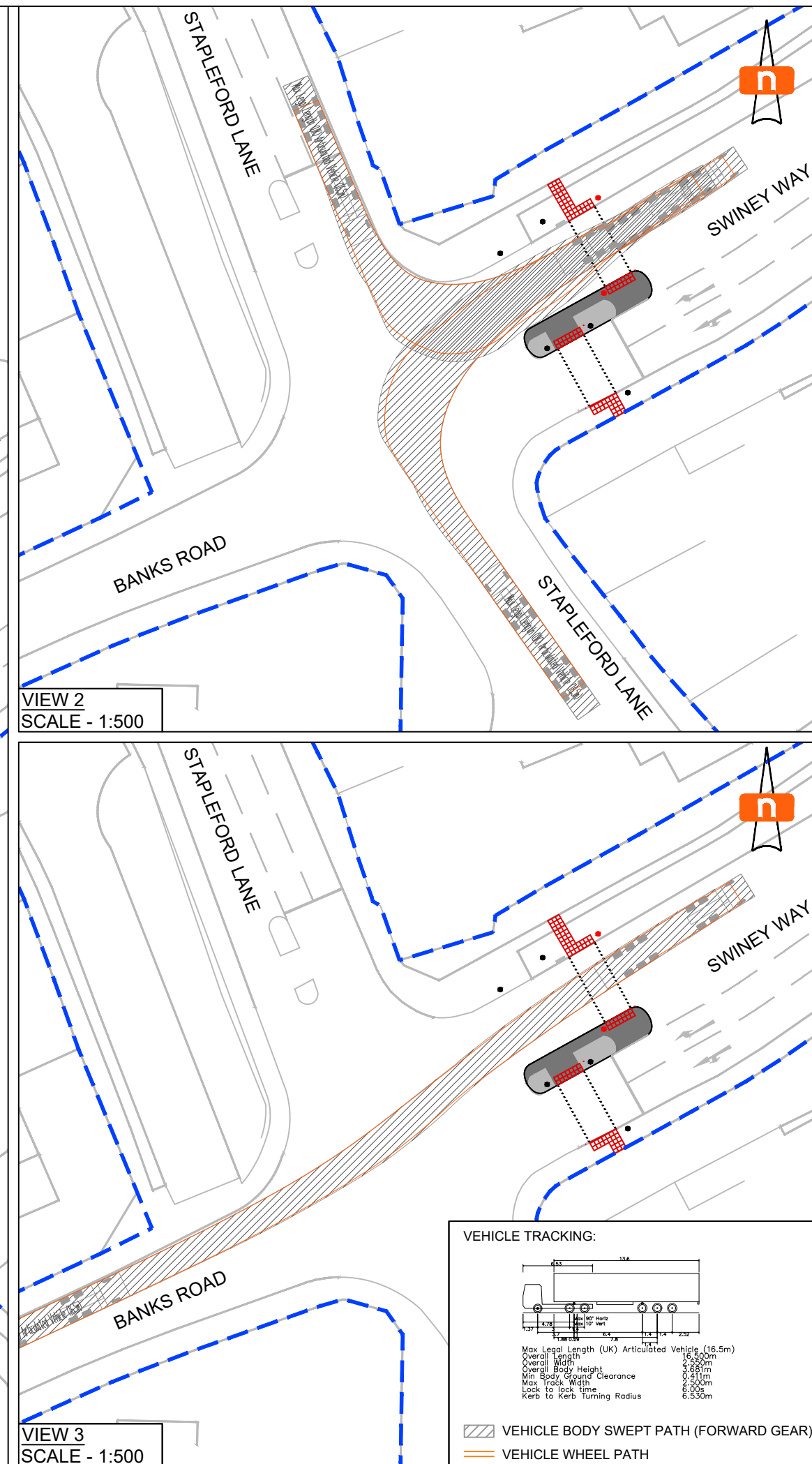
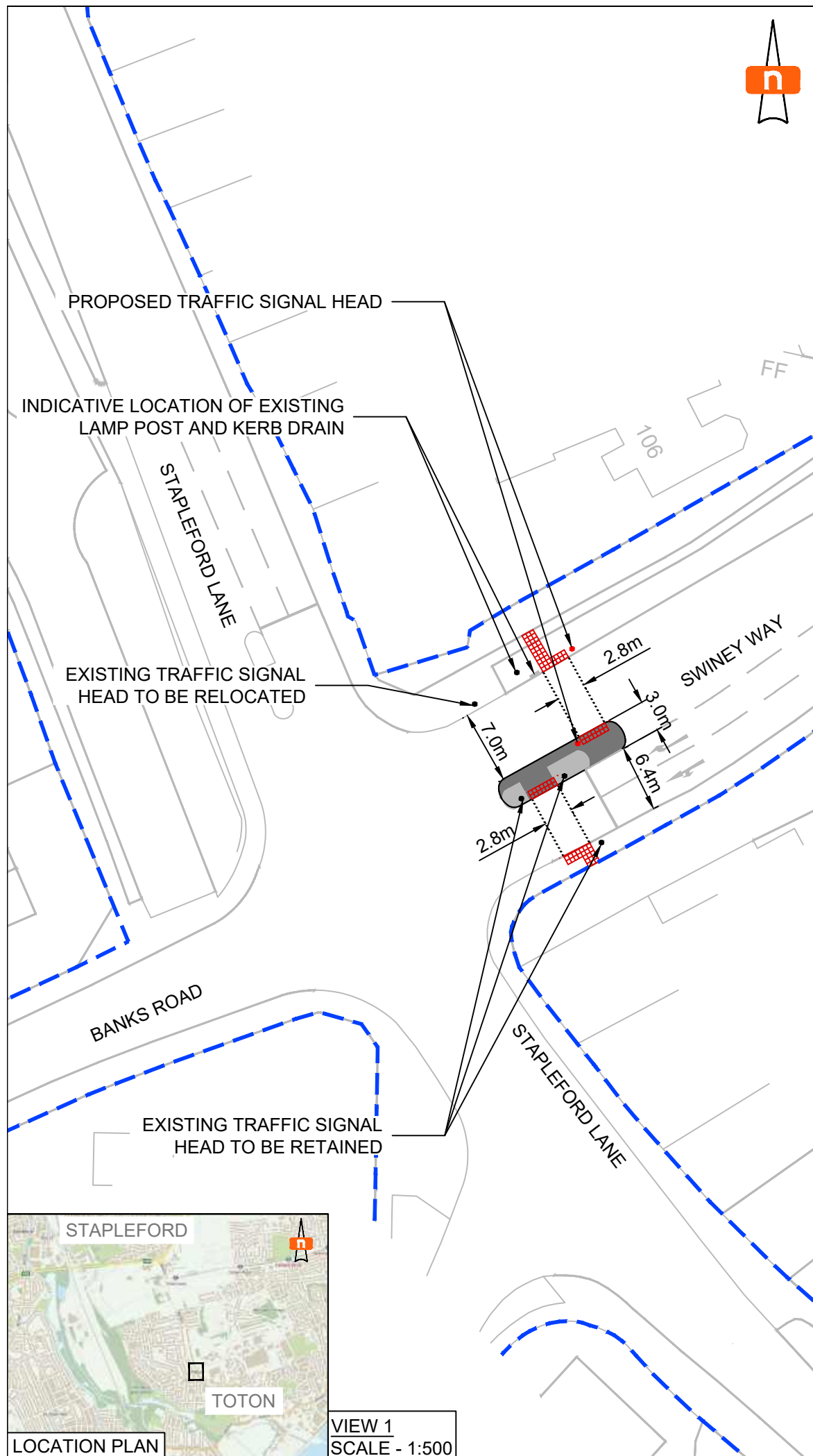
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5. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.

KEY:

- ORDINANCE SURVEY MAPPING
 - HIGHWAY BOUNDARY (TRANSCRIBED
HIGHWAY BOUNDARY BASED ON
NOTTINGHAMSHIRE COUNTY COUNCIL)
 - PROPOSED TACTILE PAVING
 - PROPOSED SPLITTER ISLAND
 - EXISTING SPLITTER ISLAND
 - PROPOSED SIGNAL HEAD
 - EXISTING SIGNAL HEAD/LAMP POST

-	17.12.2025	INITIAL ISSUE
REV	DATE	REMARKS

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JOB TITLE

TOTON WEST

DRAWING
TITLE

B6003/SWINEY WAY MITIGATION AND SWEPT PATH ANALYSIS

DRAWING NO.

J32-8827-PS-002

DRAWN

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DEC 195

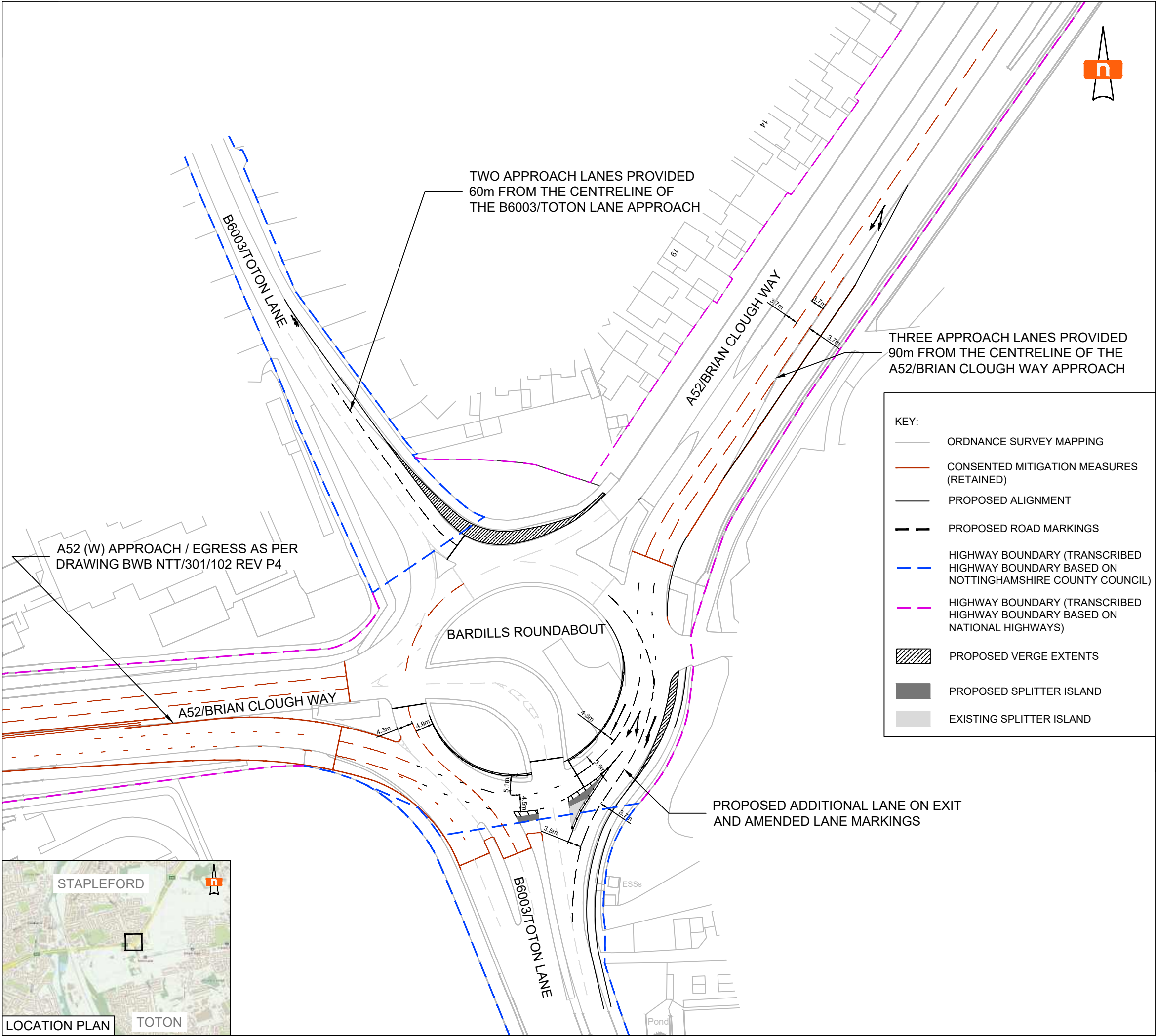
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 4. CONSENTED MITIGATION MEASURES FROM DRAWING NTT/301/102 REV P4 HAVE BEEN TRANSCRIBED BY MODE ONTO AN ORDNANCE SURVEY. MODE ACCEPTS NO LIABILITY FOR THE ACCURACY OF THE DATA PROVIDED.
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 6. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.

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REV	DATE	REMARKS
CLIENT		

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JOB TITLE
TOTON WEST

DRAWING TITLE
BARDILLS ROUNDABOUT
MITIGATION (OPTION 2)

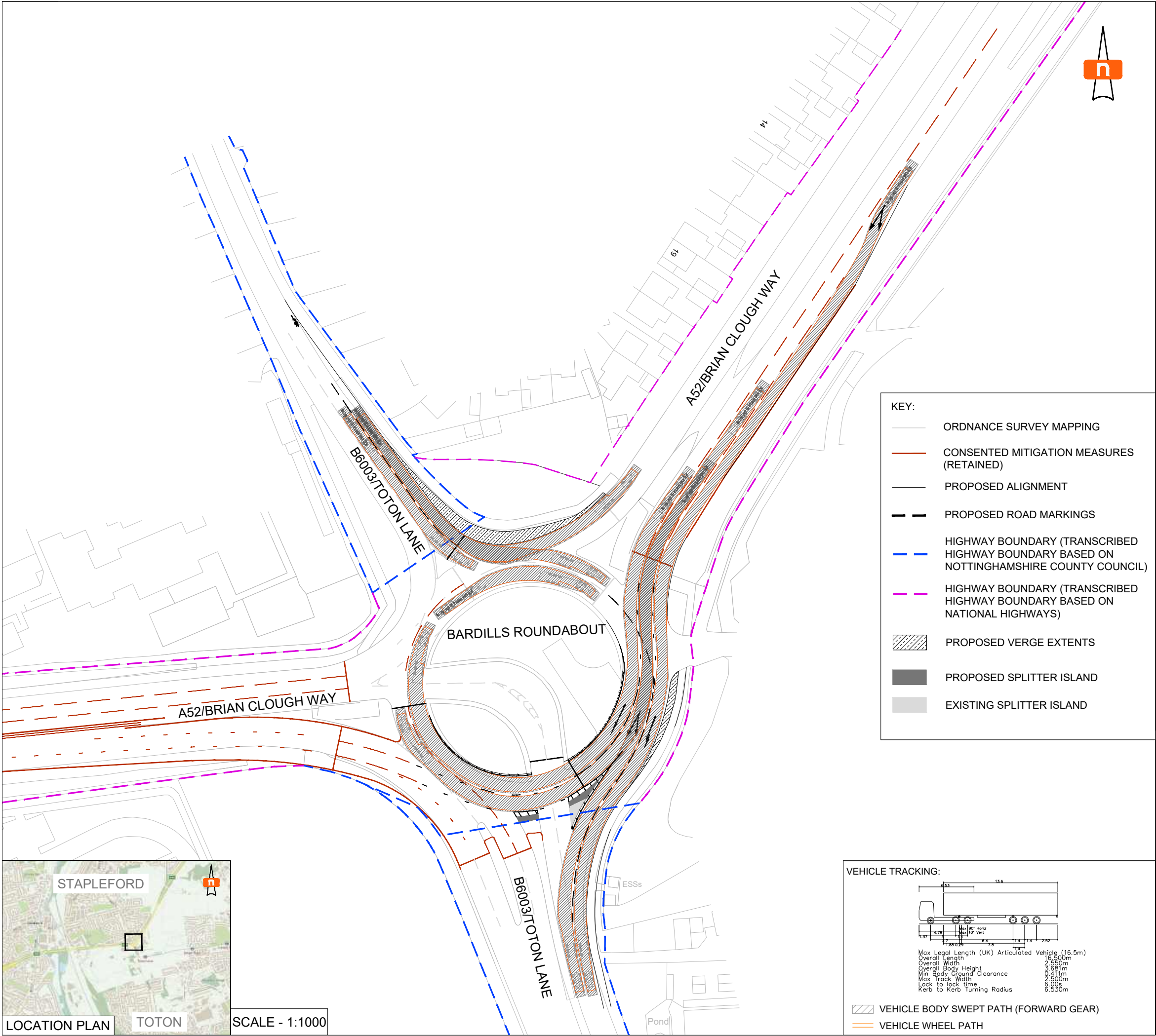
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 3. HIGHWAY BOUNDARY INFORMATION HAS BEEN PROVIDED BY VIA EAST MIDLANDS LTD AND HAS BEEN TRANSCRIBED BY MODE ONTO AN ORDNANCE SURVEY. MODE ACCEPTS NO LIABILITY FOR THE ACCURACY OF THE DATA PROVIDED AND THE HIGHWAY BOUNDARY INFORMATION SHOWN IS SUBJECT TO CHECKS BY A LICENSED CONVEYANCER.
 4. CONSENTED MITIGATION MEASURES FROM DRAWING NTT/301/102 REV P4 HAVE BEEN TRANSCRIBED BY MODE ONTO AN ORDNANCE SURVEY. MODE ACCEPTS NO LIABILITY FOR THE ACCURACY OF THE DATA PROVIDED.
 5. DO NOT SCALE FROM THIS DRAWING WORK FROM FIGURED DIMENSIONS ONLY.
 6. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.

-	22.12.2025	INITIAL ISSUE
REV	DATE	REMARKS
CLIENT		

BLOOR HOMES LTD

JOB TITLE

TOTON WEST

DRAWING TITLE

BARDILLS ROUNDABOUT MITIGATION (OPTION 2) SWEEP PATH ANALYSIS

DRAWING NO.

J32-8827-PS-004

DRAWN	AA / JFN	CHECKED	BDF
CREATED	DEC '25	SCALE	1:1000 @A3

mode transport planning

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APPENDIX I

Mitigation Model Output Reports

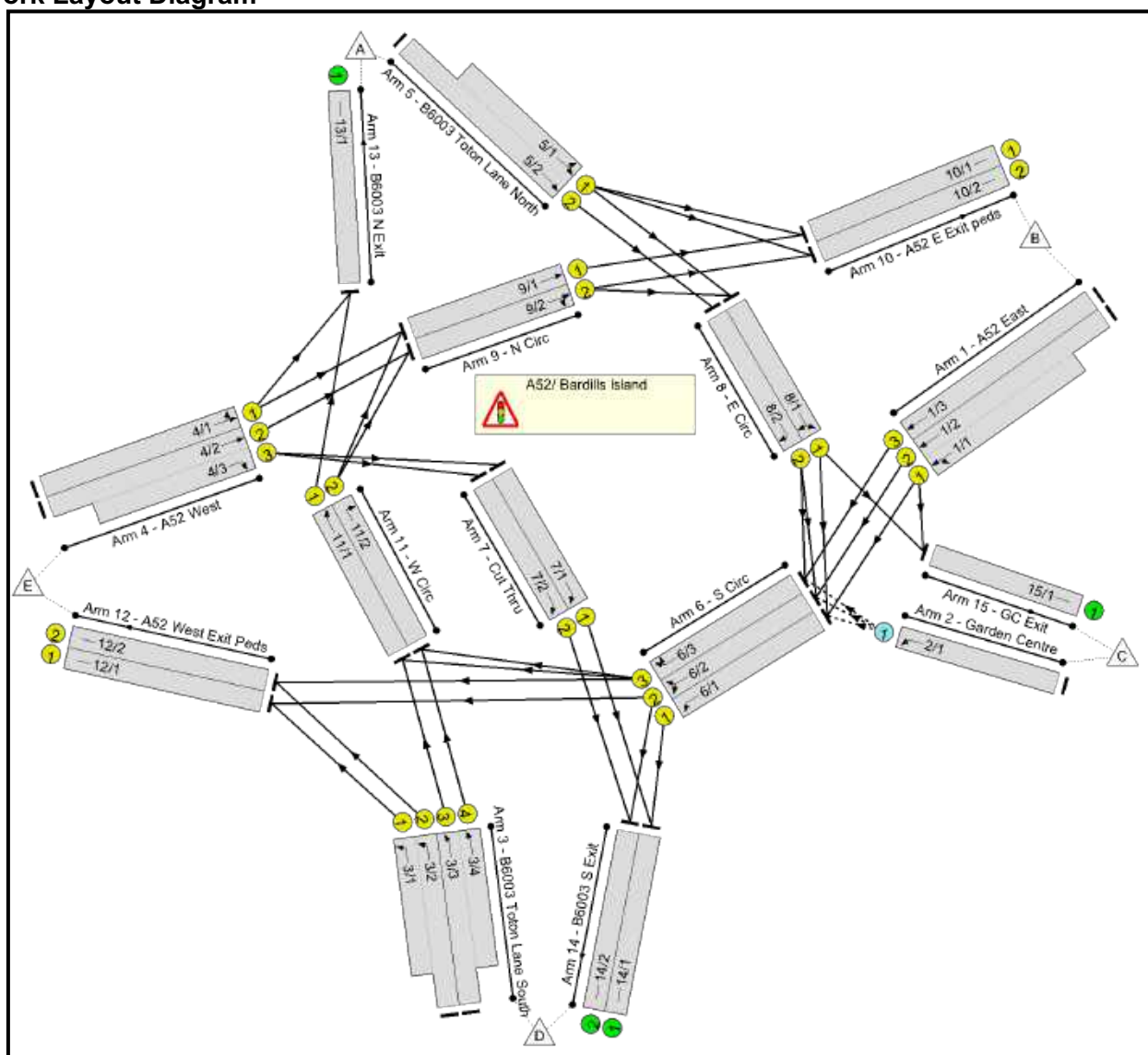
Detailed Input Data And Results

Detailed Input Data And Results

User and Project Details

Project:	
Title:	A52 / Bardills Island
Location:	Nottingham
Additional detail:	mitigation
File name:	A52 Bardills Island MIT2.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



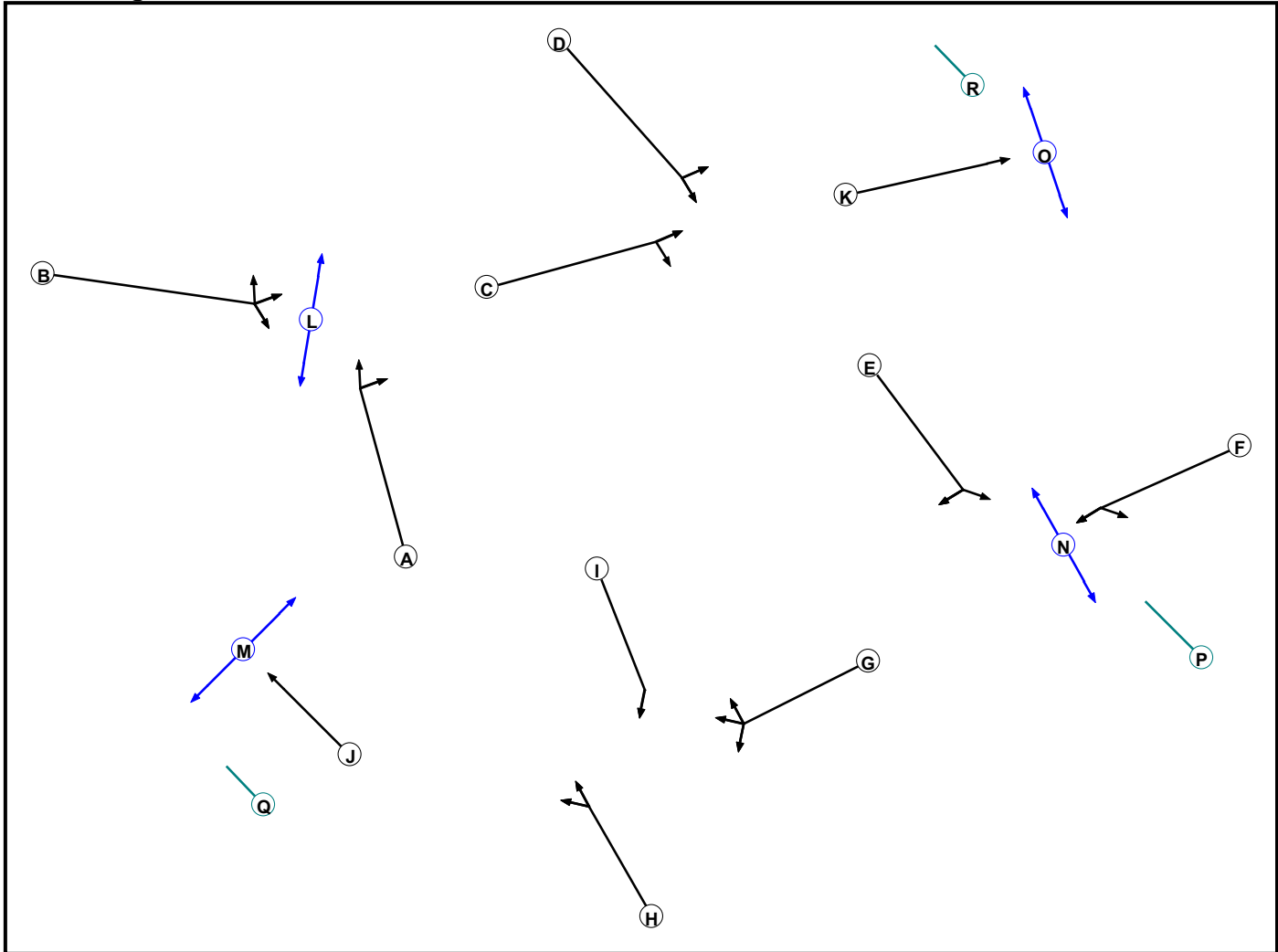
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	7	2028 AM Base + Dev	Network Control Plan 1	08:00 - 09:00	77	-1.8	59.46
2	8	2028 PM Base + Dev	Network Control Plan 1	17:00 - 18:00	77	1.8	49.01
3	9	2041 AM Base + Dev	Network Control Plan 1	08:00 - 09:00	85	-4.7	75.46
4	10	2041 PM Base + Dev	Network Control Plan 1	17:00 - 18:00	69	-6.5	62.34
5	16	2028 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	77	-2.5	61.01
6	17	2028 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	77	2.0	49.59
7	18	2041 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	85	-4.8	77.58
8	19	2041 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	69	-6.9	66.96

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - A52 / B6003 Bardills	Sms	J31311	Stage Stream 1	12	8	A52/ Bardills Island	
			Stage Stream 2	3	3	A52/ Bardills Island	
			Stage Stream 3	3	3	A52/ Bardills Island	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Traffic	1		7	7
H	Traffic	1		7	7
I	Traffic	1		7	7
J	Traffic	2		6	6
K	Traffic	3		6	6
L	Pedestrian	1		6	6
M	Pedestrian	2		5	5
N	Pedestrian	1		6	6
O	Pedestrian	3		5	5
P	Dummy	1		1	1
Q	Dummy	2		1	1
R	Dummy	3		1	1

Phase Intergreens Matrix

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

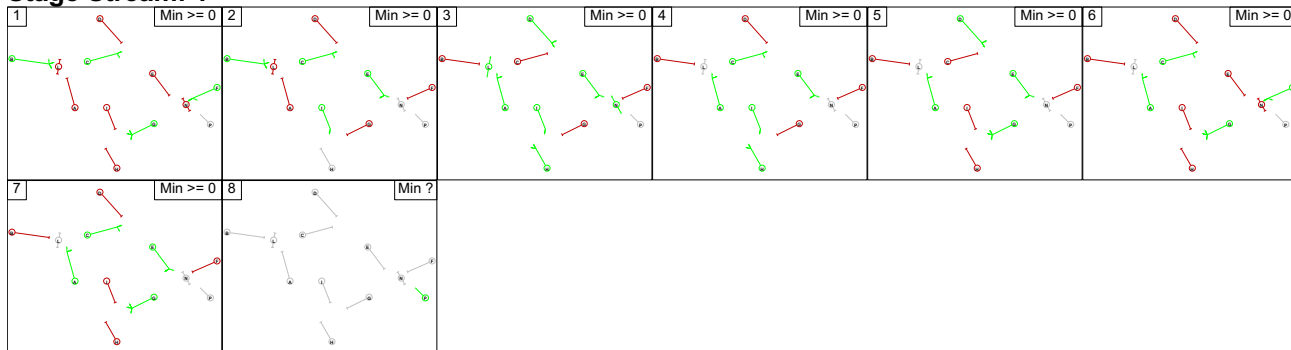
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B C F G
1	2	B C E I
1	3	A D E H I L N
1	4	A C E H I
1	5	A D E G
1	6	A C F G
1	7	A C E G
1	8	P
2	1	J
2	2	M
2	3	Q
3	1	K
3	2	O
3	3	R

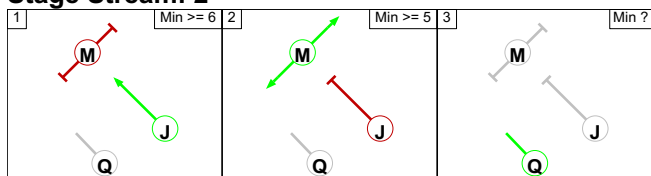
Detailed Input Data And Results

Stage Diagram

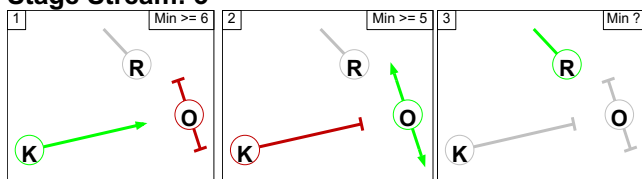
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	G	Losing	7	7
1	3	B	Losing	5	5
1	3	C	Losing	4	4
1	3	G	Losing	7	7
1	4	G	Losing	7	7
1	5	C	Losing	4	4
2	3	C	Losing	4	4
2	5	C	Losing	4	4
3	1	A	Losing	6	6
3	1	E	Losing	3	3
3	1	H	Losing	3	3
3	1	I	Losing	3	3
3	6	E	Losing	3	3
4	1	A	Losing	3	3
4	2	A	Losing	3	3
5	1	E	Losing	3	3
5	6	E	Losing	3	3

Detailed Input Data And Results

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

		To Stage							
		1	2	3	4	5	6	7	8
From Stage	1		12	14	14	9	6	6	X
	2	6		9	6	9	6	6	X
	3	11	10		5	6	10	6	X
	4	8	8	5		6	6	6	X
	5	9	5	7	7		9	5	X
	6	5	6	7	7	6		6	X
	7	6	5	7	7	5	6		X
	8	2	X	X	X	X	X	X	

Stage Stream: 2

		To Stage		
From Stage		1	2	3
	1		5	X
	2	7		X
	3	2	X	

Stage Stream: 3

From Stage	To Stage			
		1	2	3
	1		5	X
	2	7		X
	3	2	X	

Lane Input Data

Detailed Input Data And Results

Junction: A52/ Bardills Island												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A52 East)	U	F	2	3	17.4	User	1900	-	-	-	-	-
1/2 (A52 East)	U	F	2	3	60.0	User	1900	-	-	-	-	-
1/3 (A52 East)	U	F	2	3	60.0	User	1900	-	-	-	-	-
2/1 (Garden Centre)	O		2	3	60.0	User	1800	-	-	-	-	-
3/1 (B6003 Toton Lane South)	U	H	2	3	16.5	User	1900	-	-	-	-	-
3/2 (B6003 Toton Lane South)	U	H	2	3	38.3	User	1900	-	-	-	-	-
3/3 (B6003 Toton Lane South)	U	H	2	3	38.3	User	1900	-	-	-	-	-
3/4 (B6003 Toton Lane South)	U	H	2	3	12.2	User	1900	-	-	-	-	-
4/1 (A52 West)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/2 (A52 West)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/3 (A52 West)	U	B	2	3	17.4	User	1900	-	-	-	-	-
5/1 (B6003 Toton Lane North)	U	D	2	3	10.4	User	1900	-	-	-	-	-
5/2 (B6003 Toton Lane North)	U	D	2	3	60.0	User	1900	-	-	-	-	-
6/1 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
6/2 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
6/3 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
7/1 (Cut Thru)	U	I	2	3	12.5	User	1900	-	-	-	-	-
7/2 (Cut Thru)	U	I	2	3	10.6	User	1900	-	-	-	-	-
8/1 (E Circ)	U	E	2	3	7.0	User	1900	-	-	-	-	-
8/2 (E Circ)	U	E	2	3	7.0	User	1900	-	-	-	-	-

Detailed Input Data And Results

9/1 (N Circ)	U	C	2	3	7.1	User	1900	-	-	-	-	-
9/2 (N Circ)	U	C	2	3	7.1	User	1900	-	-	-	-	-
10/1 (A52 E Exit peds)	U	K	2	3	7.5	User	1900	-	-	-	-	-
10/2 (A52 E Exit peds)	U	K	2	3	7.5	User	1900	-	-	-	-	-
11/1 (W Circ)	U	A	2	3	8.0	User	1900	-	-	-	-	-
11/2 (W Circ)	U	A	2	3	8.0	User	1900	-	-	-	-	-
12/1 (A52 West Exit Peds)	U	J	2	3	12.2	User	1900	-	-	-	-	-
12/2 (A52 West Exit Peds)	U	J	2	3	12.2	User	1900	-	-	-	-	-
13/1 (B6003 N Exit)	U		2	3	5.0	Inf	-	-	-	-	-	-
14/1 (B6003 S Exit)	U		2	3	3.5	Inf	-	-	-	-	-	-
14/2 (B6003 S Exit)	U		2	3	3.5	Inf	-	-	-	-	-	-
15/1 (GC Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A52/ Bardills Island											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Garden Centre)	6/1 (Left)	1000	0	1/1	1.00	All	-	-	-	-	-
				8/1	1.00	All					
	6/2 (Left)	1000	0	1/1	1.00	All					
				1/2	1.00	All					
				8/1	1.00	All					
				8/2	1.00	All					
				8/1	1.00	All					
				8/2	1.00	All					
	6/3 (Left)	1000	0	8/1	1.00	All					
				8/2	1.00	All					
				1/1	1.00	All					
				1/2	1.00	All					
				1/3	1.00	All					

Detailed Input Data And Results

Junction: A52/ Bardills Island				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	6/1	Internal	7	35
1/1	15/1	Internal	5	35
1/2	6/2	Internal	7	35
1/3	6/3	Internal	7	35
2/1	6/1	Internal	5	35
2/1	6/2	Internal	5	35
2/1	6/3	Internal	5	35
3/1	12/1	Internal	5	35
3/2	12/2	Internal	5	35
3/3	11/1	Internal	5	35
3/4	11/2	Internal	5	35
4/1	9/1	Internal	4	35
4/1	13/1	Internal	3	N/A
4/2	9/2	Internal	4	35
4/3	7/1	Internal	7	35
4/3	7/2	Internal	6	35
5/1	8/1	Internal	4	35
5/1	10/1	Internal	4	35
5/1	10/2	Internal	4	35
5/2	8/2	Internal	4	35
6/1	14/1	Internal	2	N/A
6/2	12/1	Internal	7	35
6/2	14/2	Internal	2	N/A
6/3	11/1	Internal	6	35
6/3	11/2	Internal	6	35
6/3	12/2	Internal	7	35
7/1	14/1	Internal	2	N/A
7/2	14/2	Internal	2	N/A
8/1	6/1	Internal	6	35
8/1	15/1	Internal	5	35
8/2	6/2	Internal	6	35
8/2	6/3	Internal	6	35
9/1	10/1	Internal	4	35
9/2	8/1	Internal	4	35
9/2	10/2	Internal	4	35
11/1	13/1	Internal	3	N/A
11/2	9/1	Internal	4	35

Detailed Input Data And Results

11/2	9/2	Internal	4	35

Scenario 1: '7' (FG7: '2028 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '8' (FG8: '2028 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '9' (FG9: '2041 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '10' (FG10: '2041 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '16' (FG15: '2028 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '17' (FG16: '2028 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '18' (FG17: '2041 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '19' (FG18: '2041 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM Base'	08:00	09:00	01:00	
2: '2025 PM Base'	17:00	18:00	01:00	
3: '2028 AM Base'	08:00	09:00	01:00	
4: '2028 PM Base'	17:00	18:00	01:00	
5: '2041 AM Base'	08:00	09:00	01:00	
6: '2041 PM Base'	17:00	18:00	01:00	
7: '2028 AM Base + Dev'	08:00	09:00	01:00	
8: '2028 PM Base + Dev'	17:00	18:00	01:00	
9: '2041 AM Base + Dev'	08:00	09:00	01:00	
10: '2041 PM Base + Dev'	17:00	18:00	01:00	
11: '2028 AM Base SENS'	08:00	09:00	01:00	
12: '2028 PM Base SENS'	17:00	18:00	01:00	
13: '2041 AM Base SENS'	08:00	09:00	01:00	
14: '2041 PM Base SENS'	17:00	18:00	01:00	
15: '2028 AM Base SENS + Dev'	08:00	09:00	01:00	
16: '2028 PM Base SENS + Dev'	17:00	18:00	01:00	
17: '2041 AM Base SENS + Dev'	08:00	09:00	01:00	
18: '2041 PM Base SENS + Dev'	17:00	18:00	01:00	

Traffic Flows, Desired**FG1: '2025 AM Base'****Desired Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	100	2	265	242	609
	B	73	0	3	257	1350	1683
	C	0	1	0	1	1	3
	D	229	212	0	0	463	904
	E	189	1505	5	601	0	2300
	Tot.	491	1818	10	1124	2056	5499

FG2: '2025 PM Base'**Desired Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	89	0	287	209	585
	B	82	0	0	264	1006	1352
	C	4	0	0	1	2	7
	D	305	252	1	0	514	1072
	E	261	1409	0	469	0	2139
	Tot.	652	1750	1	1021	1731	5155

FG3: '2028 AM Base'**Desired Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	275	251	632
	B	76	0	3	267	1402	1748
	C	0	1	0	1	1	3
	D	238	220	0	0	481	939
	E	196	1562	5	624	0	2387
	Tot.	510	1887	10	1167	2135	5709

Detailed Input Data And Results

FG4: '2028 PM Base'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	295	215	602
	B	84	0	0	272	1036	1392
	C	4	0	0	1	2	7
	D	314	259	1	0	529	1103
	E	269	1451	0	483	0	2203
	Tot.	671	1802	1	1051	1782	5307

FG5: '2041 AM Base'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	297	271	682
	B	82	0	3	288	1514	1887
	C	0	1	0	1	1	3
	D	257	238	0	0	519	1014
	E	212	1688	6	674	0	2580
	Tot.	551	2039	11	1260	2305	6166

FG6: '2041 PM Base'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	321	233	653
	B	92	0	0	295	1124	1511
	C	4	0	0	1	2	7
	D	341	282	1	0	574	1198
	E	292	1574	0	524	0	2390
	Tot.	729	1955	1	1141	1933	5759

FG7: '2028 AM Base + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	278	251	635
	B	76	0	3	281	1402	1762
	C	0	1	0	1	1	3
	D	253	288	0	0	539	1080
	E	196	1562	5	636	0	2399
	Tot.	525	1955	10	1196	2193	5879

Detailed Input Data And Results

FG8: '2028 PM Base + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	307	215	614
	B	84	0	0	323	1036	1443
	C	4	0	0	1	2	7
	D	319	280	1	0	547	1147
	E	269	1451	0	527	0	2247
	Tot.	676	1823	1	1158	1800	5458

FG9: '2041 AM Base + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	300	271	685
	B	82	0	3	302	1514	1901
	C	0	1	0	1	1	3
	D	273	305	0	0	578	1156
	E	212	1688	6	686	0	2592
	Tot.	567	2106	11	1289	2364	6337

FG10: '2041 PM Base + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	333	233	665
	B	92	0	0	346	1124	1562
	C	4	0	0	1	2	7
	D	346	302	1	0	592	1241
	E	292	1574	0	569	0	2435
	Tot.	734	1975	1	1249	1951	5910

FG11: '2028 AM Base SENS'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	277	251	634
	B	76	0	3	276	1402	1757
	C	0	1	0	1	1	3
	D	248	265	0	0	520	1033
	E	196	1562	5	632	0	2395
	Tot.	520	1932	10	1186	2174	5822

Detailed Input Data And Results

FG12: '2028 PM Base SENS'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	303	215	610
	B	84	0	0	306	1036	1426
	C	4	0	0	1	2	7
	D	317	273	1	0	541	1132
	E	269	1451	0	513	0	2233
	Tot.	674	1816	1	1123	1794	5408

FG13: '2041 AM Base SENS'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	299	271	684
	B	82	0	3	297	1514	1896
	C	0	1	0	1	1	3
	D	267	283	0	0	559	1109
	E	212	1688	6	682	0	2588
	Tot.	561	2084	11	1279	2345	6280

FG14: '2041 PM Base SENS'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	329	233	661
	B	92	0	0	329	1124	1545
	C	4	0	0	1	2	7
	D	344	295	1	0	586	1226
	E	292	1574	0	554	0	2420
	Tot.	732	1968	1	1213	1945	5859

FG15: '2028 AM Base SENS + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	280	251	637
	B	76	0	3	290	1402	1771
	C	0	1	0	1	1	3
	D	264	333	0	0	579	1176
	E	196	1562	5	644	0	2407
	Tot.	536	2000	10	1215	2233	5994

Detailed Input Data And Results

FG16: '2028 PM Base SENS + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	315	215	622
	B	84	0	0	357	1036	1477
	C	4	0	0	1	2	7
	D	322	294	1	0	559	1176
	E	269	1451	0	557	0	2277
	Tot.	679	1837	1	1230	1812	5559

FG17: '2041 AM Base SENS + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	303	271	688
	B	82	0	3	311	1514	1910
	C	0	1	0	1	1	3
	D	283	351	0	0	618	1252
	E	212	1688	6	694	0	2600
	Tot.	577	2152	11	1309	2404	6453

FG18: '2041 PM Base SENS + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	341	233	673
	B	92	0	0	381	1124	1597
	C	4	0	0	1	2	7
	D	349	316	1	0	604	1270
	E	292	1574	0	598	0	2464
	Tot.	737	1989	1	1321	1963	6011

Scenario 1: '7' (FG7: '2028 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	278	251	635
	B	76	0	3	281	1402	1762
	C	0	1	0	1	1	3
	D	253	288	0	0	539	1080
	E	196	1562	5	636	0	2399
	Tot.	525	1955	10	1196	2193	5879

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 2: '8' (FG8: '2028 PM Base + Dev', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	307	215	614
	B	84	0	0	323	1036	1443
	C	4	0	0	1	2	7
	D	319	280	1	0	547	1147
	E	269	1451	0	527	0	2247
	Tot.	676	1823	1	1158	1800	5458

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 3: '9' (FG9: '2041 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	300	271	685
	B	82	0	3	302	1514	1901
	C	0	1	0	1	1	3
	D	273	305	0	0	578	1156
	E	212	1688	6	686	0	2592
	Tot.	567	2106	11	1289	2364	6337

Traffic Flows, Difference

Difference :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 4: '10' (FG10: '2041 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	333	233	665
	B	92	0	0	346	1124	1562
	C	4	0	0	1	2	7
	D	346	302	1	0	592	1241
	E	292	1574	0	569	0	2435
	Tot.	734	1975	1	1249	1951	5910

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 5: '16' (FG15: '2028 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	280	251	637
	B	76	0	3	290	1402	1771
	C	0	1	0	1	1	3
	D	264	333	0	0	579	1176
	E	196	1562	5	644	0	2407
	Tot.	536	2000	10	1215	2233	5994

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 6: '17' (FG16: '2028 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	315	215	622
	B	84	0	0	357	1036	1477
	C	4	0	0	1	2	7
	D	322	294	1	0	559	1176
	E	269	1451	0	557	0	2277
	Tot.	679	1837	1	1230	1812	5559

Traffic Flows, Difference

Difference :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 7: '18' (FG17: '2041 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	303	271	688
	B	82	0	3	311	1514	1910
	C	0	1	0	1	1	3
	D	283	351	0	0	618	1252
	E	212	1688	6	694	0	2600
	Tot.	577	2152	11	1309	2404	6453

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 8: '19' (FG18: '2041 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	341	233	673
	B	92	0	0	381	1124	1597
	C	4	0	0	1	2	7
	D	349	316	1	0	604	1270
	E	292	1574	0	598	0	2464
	Tot.	737	1989	1	1321	1963	6011

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: 7	Scenario 2: 8	Scenario 3: 9	Scenario 4: 10	Scenario 5: 16	Scenario 6: 17
Junction: A52/ Bardills Island						
1/1 (short)	284	323	305	346	293	357
1/2 (with short)	1030(In) 746(Out)	914(In) 591(Out)	1101(In) 796(Out)	971(In) 625(Out)	1036(In) 743(Out)	946(In) 589(Out)
1/3	732	529	800	591	735	531
2/1	3	7	3	7	3	7
3/1 (short)	269	273	289	296	289	279
3/2 (with short)	539(In) 270(Out)	547(In) 274(Out)	578(In) 289(Out)	592(In) 296(Out)	579(In) 290(Out)	559(In) 280(Out)
3/3 (with short)	541(In) 253(Out)	600(In) 319(Out)	578(In) 273(Out)	649(In) 346(Out)	597(In) 264(Out)	617(In) 322(Out)
3/4 (short)	288	281	305	303	333	295
4/1	908	870	1022	918	917	914
4/2 (with short)	1491(In) 855(Out)	1377(In) 850(Out)	1570(In) 884(Out)	1517(In) 948(Out)	1490(In) 846(Out)	1363(In) 806(Out)
4/3 (short)	636	527	686	569	644	557
5/1 (short)	312	283	337	333	318	297
5/2 (with short)	635(In) 323(Out)	614(In) 331(Out)	685(In) 348(Out)	665(In) 332(Out)	637(In) 319(Out)	622(In) 325(Out)
6/1	488	515	526	581	503	563
6/2	911	760	976	844	933	754
6/3	892	697	970	710	866	697
7/1	327	272	351	295	330	288
7/2	309	255	335	274	314	269
8/1	213	192	231	235	219	206
8/2	323	331	348	332	319	325
9/1	872	759	976	841	907	809
9/2	984	973	1024	1036	994	937
10/1	924	808	1036	903	936	857
10/2	1031	1015	1070	1072	1064	980
11/1	329	407	355	442	340	410
11/2	289	281	306	303	334	295
12/1	1108	917	1188	1041	1154	923
12/2	1085	883	1176	910	1079	889
13/1	525	676	567	734	536	679
14/1	815	787	877	876	833	851
14/2	381	371	412	373	382	379
15/1	10	1	11	1	10	1

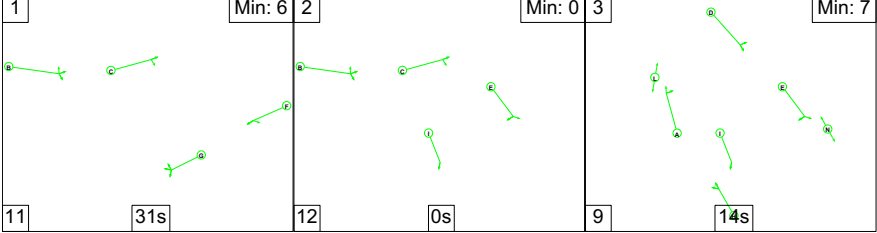
Detailed Input Data And Results

Lane	Scenario 7: 18	Scenario 8: 19
Junction: A52/ Bardills Island		
1/1 (short)	314	381
1/2 (with short)	1110(In) 796(Out)	992(In) 611(Out)
1/3	800	605
2/1	3	7
3/1 (short)	309	302
3/2 (with short)	618(In) 309(Out)	604(In) 302(Out)
3/3 (with short)	634(In) 283(Out)	666(In) 349(Out)
3/4 (short)	351	317
4/1	1023	933
4/2 (with short)	1577(In) 883(Out)	1531(In) 933(Out)
4/3 (short)	694	598
5/1 (short)	338	326
5/2 (with short)	688(In) 350(Out)	673(In) 347(Out)
6/1	536	608
6/2	975	786
6/3	973	784
7/1	355	309
7/2	339	289
8/1	232	228
8/2	350	347
9/1	1001	837
9/2	1045	1054
10/1	1060	907
10/2	1092	1082
11/1	365	445
11/2	352	317
12/1	1205	973
12/2	1199	990
13/1	577	737
14/1	891	917
14/2	418	404
15/1	11	1

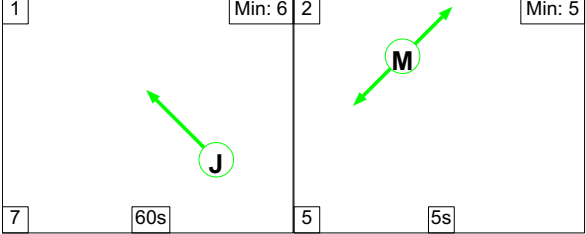
Scenario 1: '7' (FG7: '2028 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

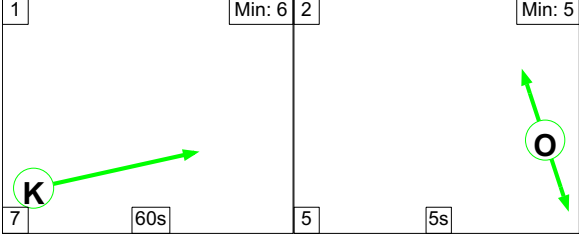
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	31	0	14
Change Point	41	6	18

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	41	31

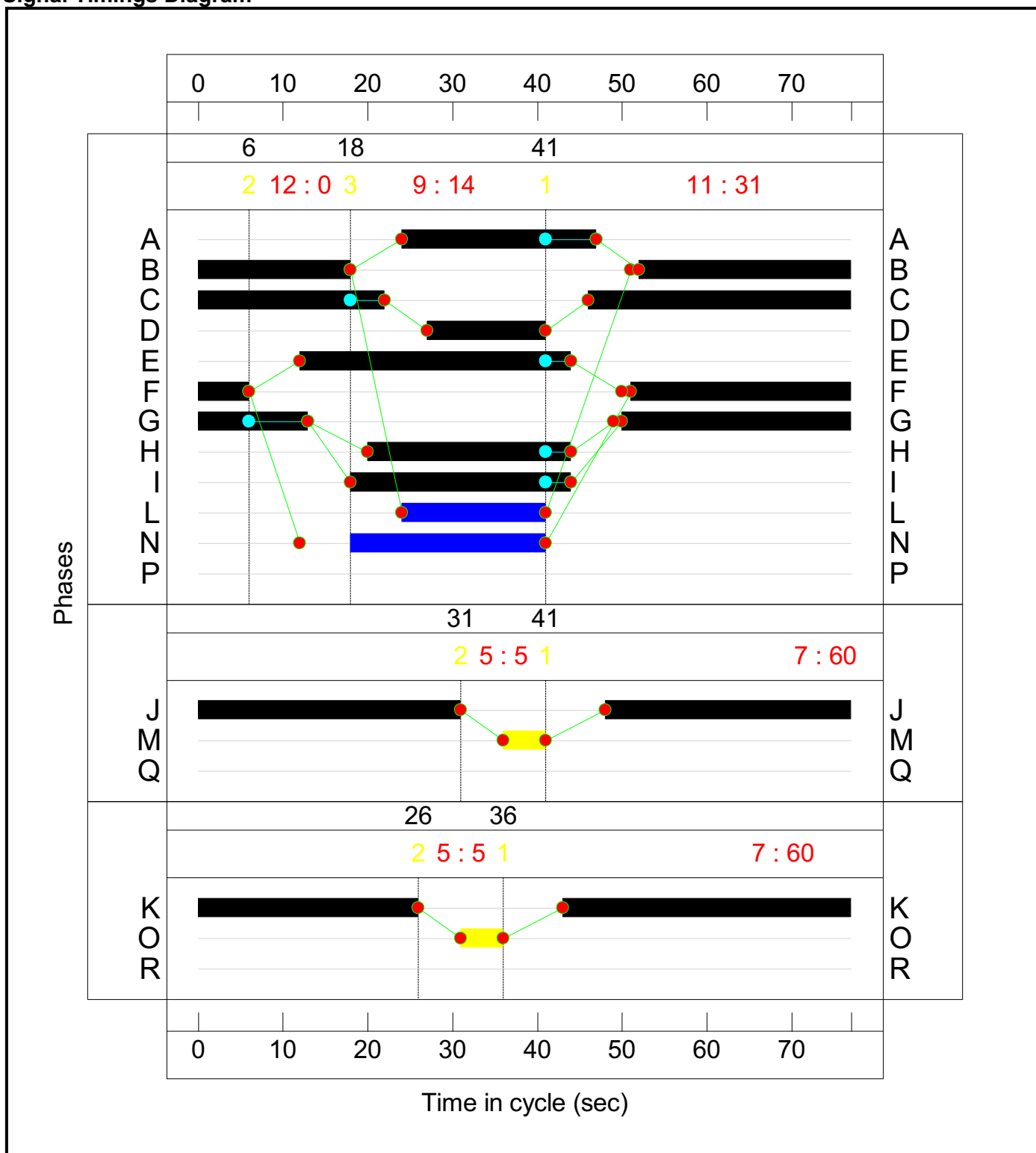
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	36	26

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	23	24	47
B	A52 West Right Ahead Left	Traffic	1	43	52	18
C	N Circ Right Ahead	Traffic	1	53	46	22
D	B6003 Toton Lane North Ahead Left	Traffic	1	14	27	41
E	E Circ Right Ahead	Traffic	1	32	12	44
F	A52 East Ahead Left	Traffic	1	32	51	6
G	S Circ Right Ahead Left (25)	Traffic	1	40	50	13
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	24	20	44
I	Cut Thru Ahead (29)	Traffic	1	26	18	44
J	A52 West Exit Peds	Traffic	2	60	48	31
K	A52 E Exit peds	Traffic	3	60	43	26
L	Pedestrians across	Pedestrian	1	17	24	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	23	18	41
O	Pedestrians across	Pedestrian	3	5	31	36
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

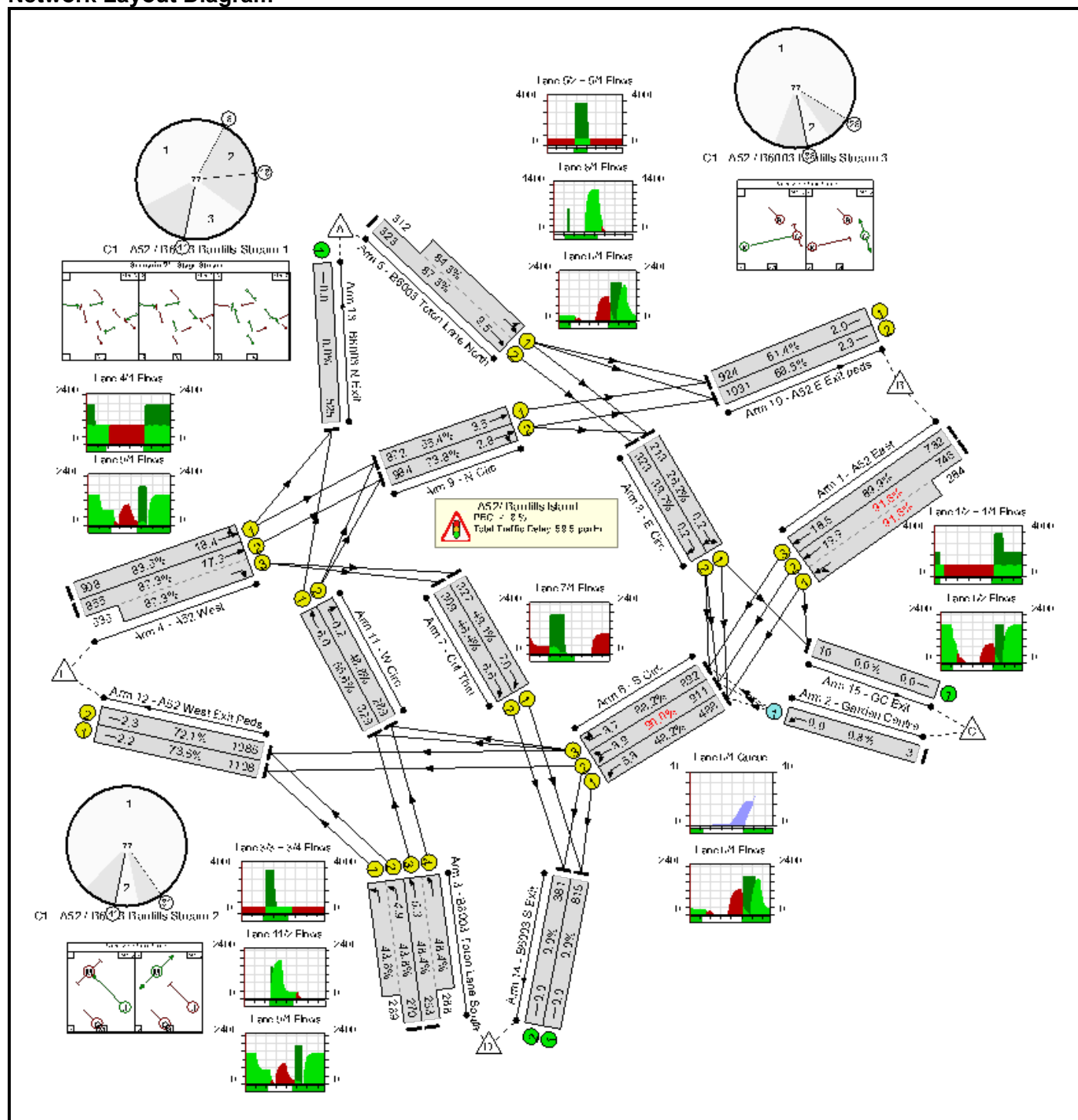
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	51	6
1/2	A52 East Ahead	U	F	51	6
1/3	A52 East Ahead	U	F	51	6
3/1	B6003 Toton Lane South Left	U	H	20	44
3/2	B6003 Toton Lane South Left	U	H	20	44
3/3	B6003 Toton Lane South Ahead	U	H	20	44
3/4	B6003 Toton Lane South Ahead	U	H	20	44
4/1	A52 West Ahead Left	U	B	52	18
4/2	A52 West Ahead	U	B	52	18
4/3	A52 West Right	U	B	52	18
5/1	B6003 Toton Lane North Ahead Left	U	D	27	41
5/2	B6003 Toton Lane North Ahead	U	D	27	41
6/1	S Circ Left	U	G	50	13
6/2	S Circ Ahead Left	U	G	50	13
6/3	S Circ Right Ahead	U	G	50	13
7/1	Cut Thru Ahead	U	I	18	44
7/2	Cut Thru Ahead	U	I	18	44
8/1	E Circ Right Ahead	U	E	12	44
8/2	E Circ Right	U	E	12	44
9/1	N Circ Ahead	U	C	46	22
9/2	N Circ Right Ahead	U	C	46	22
10/1	A52 E Exit peds	U	K	43	26
10/2	A52 E Exit peds	U	K	43	26
11/1	W Circ Ahead	U	A	24	47
11/2	W Circ Right	U	A	24	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

Network Layout Diagram



Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	91.6%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	91.6%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	32	-	-	1030	1900:1900	814+310	91.6 : 91.6%
1/3	A52 East Ahead	U	1	N/A	F		1	32	-	-	732	1900	814	89.9%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	363	0.8%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	24	-	-	539	1900:1900	617+617	43.8 : 43.6%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	24	-	-	541	1900:1900	523+595	48.4 : 48.4%
4/1	A52 West Ahead Left	U	1	N/A	B		1	43	-	-	908	1900	1086	83.6%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	43	-	-	1491	1900:1900	980+729	87.3 : 87.3%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	14	-	-	635	1900:1900	370+370	87.3 : 84.3%
6/1	S Circ Left	U	1	N/A	G		1	40	-	-	488	1900	1012	48.2%
6/2	S Circ Ahead Left	U	1	N/A	G		1	40	-	-	911	1900	1012	90.0%
6/3	S Circ Right Ahead	U	1	N/A	G		1	40	-	-	892	1900	1012	88.2%
7/1	Cut Thru Ahead	U	1	N/A	I		1	26	-	-	327	1900	666	49.1%
7/2	Cut Thru Ahead	U	1	N/A	I		1	26	-	-	309	1900	666	46.4%
8/1	E Circ Right Ahead	U	1	N/A	E		1	32	-	-	213	1900	814	26.2%

Detailed Input Data And Results

8/2	E Circ Right	U	1	N/A	E		1	32	-	-	323	1900	814	39.7%
9/1	N Circ Ahead	U	1	N/A	C		1	53	-	-	872	1900	1332	65.4%
9/2	N Circ Right Ahead	U	1	N/A	C		1	53	-	-	984	1900	1332	73.8%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	924	1900	1505	61.4%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1031	1900	1505	68.5%
11/1	W Circ Ahead	U	1	N/A	A		1	23	-	-	329	1900	592	55.6%
11/2	W Circ Right	U	1	N/A	A		1	23	-	-	289	1900	592	48.8%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	1108	1900	1505	73.6%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	1085	1900	1505	72.1%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	525	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	815	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	381	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	-	-	1	2	0	39.1	20.4	0.0	59.5	-	-	-	-	
A52/ Bardills Island	-	-	1	2	0	39.1	20.4	0.0	59.5	-	-	-	-	
1/2+1/1	1030	1030	-	-	-	5.5	4.9	-	10.4	36.3	14.9	4.9	19.9	
1/3	732	732	-	-	-	4.2	4.0	-	8.2	40.4	14.4	4.0	18.5	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	13.9	0.0	0.0	0.0	
3/2+3/1	539	539	-	-	-	3.1	0.4	-	3.5	23.1	4.5	0.4	4.9	
3/3+3/4	541	541	-	-	-	3.1	0.5	-	3.5	23.6	4.9	0.5	5.3	
4/1	908	908	-	-	-	3.4	2.5	-	5.9	23.4	15.9	2.5	18.4	
4/2+4/3	1491	1491	-	-	-	4.9	3.3	-	8.3	19.9	14.0	3.3	17.3	
5/2+5/1	635	635	-	-	-	5.3	2.9	-	8.1	46.2	6.6	2.9	9.5	
6/1	488	488	-	-	-	0.7	0.0	-	0.7	5.1	5.3	0.0	5.3	
6/2	911	911	-	-	-	0.7	0.0	-	0.7	2.6	3.9	0.0	3.9	
6/3	892	892	-	-	-	0.6	0.0	-	0.6	2.5	3.7	0.0	3.7	
7/1	327	327	-	-	-	2.3	0.0	-	2.3	25.4	7.0	0.0	7.0	
7/2	309	309	-	-	-	2.3	0.0	-	2.3	26.4	6.6	0.0	6.6	
8/1	213	213	-	-	-	0.1	0.0	-	0.1	1.3	0.2	0.0	0.2	
8/2	323	323	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	
9/1	872	872	-	-	-	0.6	0.0	-	0.6	2.6	3.5	0.0	3.5	
9/2	984	984	-	-	-	0.5	0.0	-	0.5	1.8	2.8	0.0	2.8	
10/1	924	924	-	-	-	0.1	0.8	-	0.9	3.5	1.2	0.8	2.0	
10/2	1031	1031	-	-	-	0.1	1.1	-	1.2	4.2	1.2	1.1	2.3	
11/1	329	329	-	-	-	0.7	0.0	-	0.7	7.8	6.0	0.0	6.0	

Detailed Input Data And Results

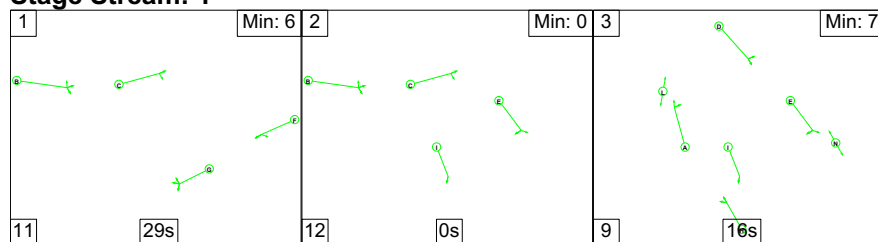
11/2	289	289	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
12/1	1108	1108	-	-	-	0.3	0.0	-	0.3	1.1	2.2	0.0	2.2	
12/2	1085	1085	-	-	-	0.4	0.0	-	0.4	1.2	2.3	0.0	2.3	
13/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	815	815	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - A52 / B6003 Bardills C1 - A52 / B6003 Bardills C1 - A52 / B6003 Bardills Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 3 PRC for Signalled Lanes (%) PRC Over All Lanes (%) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay Over All Lanes(pcuHr) Cycle Time (s) Cycle Time (s) Cycle Time (s)														

Detailed Input Data And Results

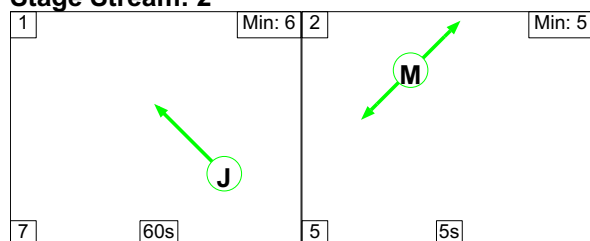
Scenario 2: '8' (FG8: '2028 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

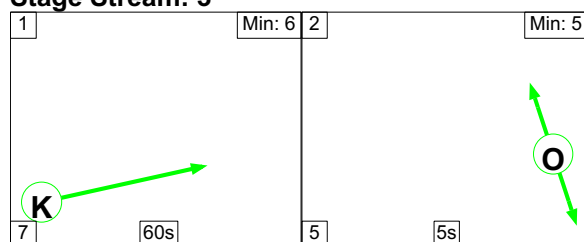
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

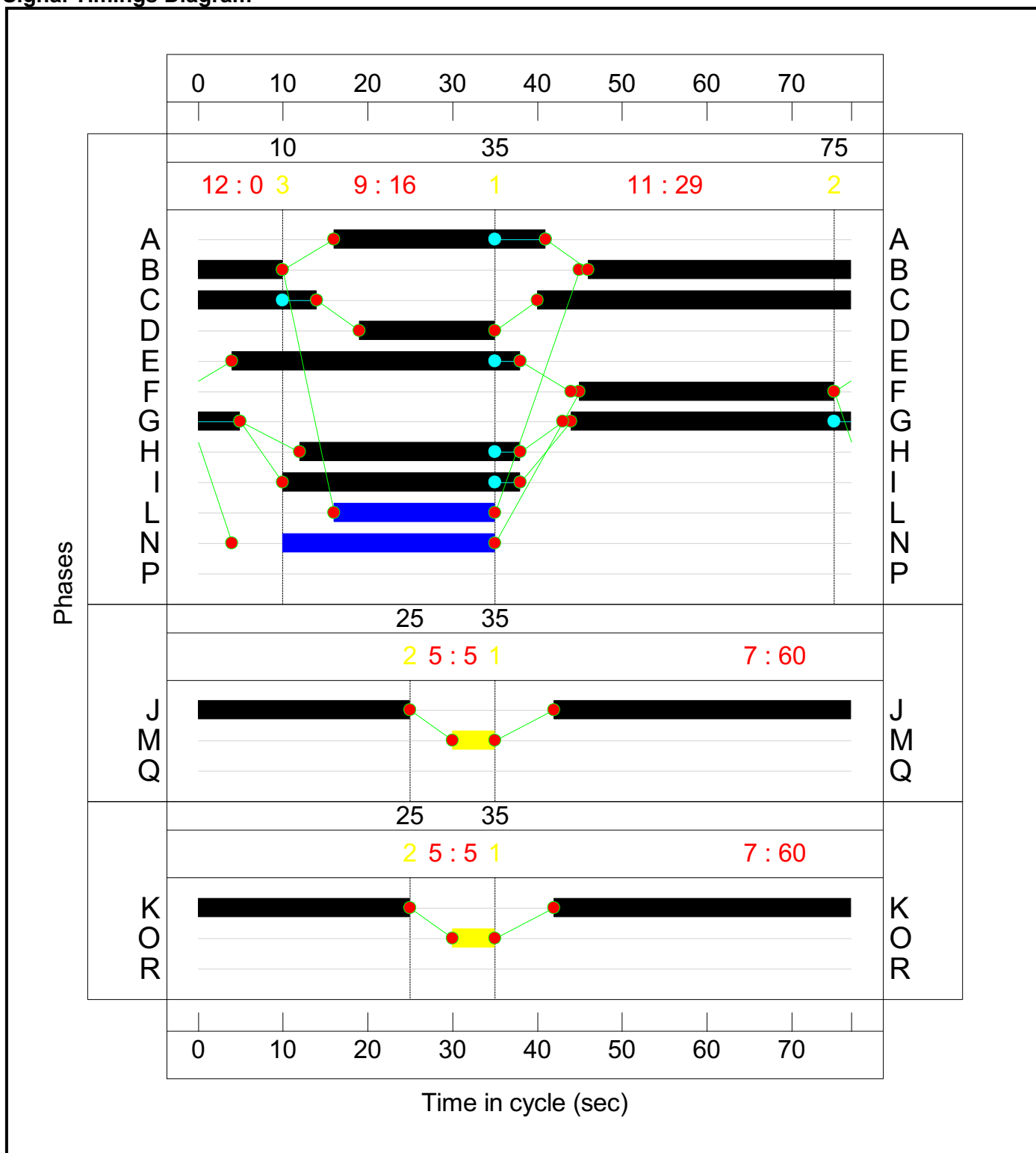
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	35	25

Phase Timings

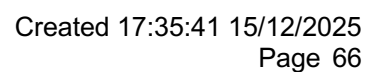
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	42	25
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	30	35
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead Left	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	42	25
10/2	A52 E Exit peds	U	K	42	25
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25



Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	88.4%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	88.4%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	914	1900:1900	765+418	77.3 : 77.3%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	529	1900	765	69.2%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	378	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	547	1900:1900	666+666	41.1 : 41.0%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	600	1900:1900	621+547	51.3 : 51.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	870	1900	1036	83.9%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1377	1900:1900	961+596	88.4 : 88.4%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	614	1900:1900	419+359	78.9 : 78.9%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	515	1900	962	53.5%
6/2	S Circ Ahead Left	U	1	N/A	G		1	38	-	-	760	1900	962	79.0%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	697	1900	962	72.4%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	272	1900	716	38.0%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	255	1900	716	35.6%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	192	1900	864	22.2%

Detailed Input Data And Results

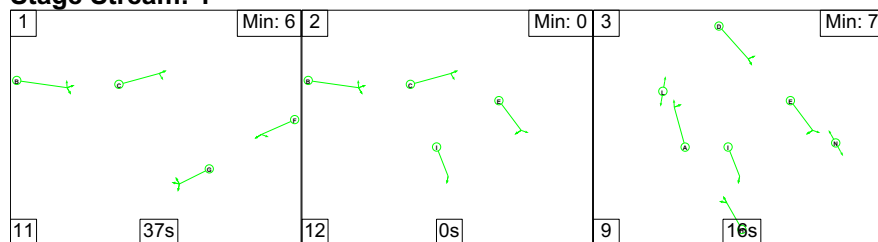
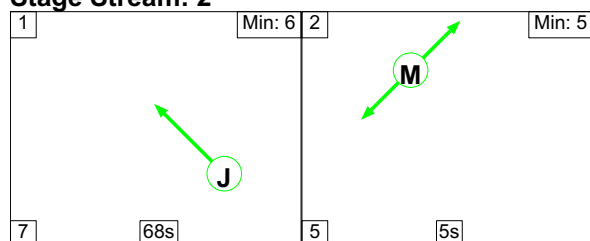
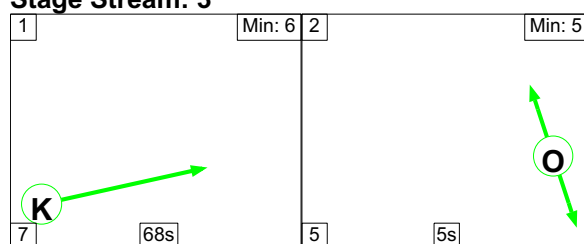
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	331	1900	864	38.3%
9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	759	1900	1283	59.2%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	973	1900	1283	75.8%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	808	1900	1505	53.7%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1015	1900	1505	67.4%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	407	1900	642	63.4%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	281	1900	642	43.8%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	917	1900	1505	60.9%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	883	1900	1505	58.7%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	676	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	787	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	371	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	-	-	3	4	0	35.7	13.3	0.0	49.0	-	-	-	-	
A52/ Bardills Island	-	-	3	4	0	35.7	13.3	0.0	49.0	-	-	-	-	
1/2+1/1	914	914	-	-	-	4.8	1.7	-	6.4	25.4	10.8	1.7	12.5	
1/3	529	529	-	-	-	2.8	1.1	-	3.9	26.6	9.3	1.1	10.4	
2/1	7	7	3	4	0	0.0	0.0	-	0.0	12.7	0.1	0.0	0.1	
3/2+3/1	547	547	-	-	-	2.9	0.3	-	3.2	21.3	4.4	0.3	4.8	
3/3+3/4	600	600	-	-	-	3.2	0.5	-	3.7	22.5	5.3	0.5	5.8	
4/1	870	870	-	-	-	3.5	2.5	-	6.1	25.2	15.5	2.5	18.0	
4/2+4/3	1377	1377	-	-	-	5.0	3.7	-	8.7	22.7	14.9	3.7	18.5	
5/2+5/1	614	614	-	-	-	4.8	1.8	-	6.6	38.7	6.6	1.8	8.4	
6/1	515	515	-	-	-	0.8	0.0	-	0.8	5.2	4.4	0.0	4.4	
6/2	760	760	-	-	-	0.7	0.0	-	0.7	3.2	3.8	0.0	3.8	
6/3	697	697	-	-	-	0.7	0.0	-	0.7	3.4	3.8	0.0	3.8	
7/1	272	272	-	-	-	1.8	0.0	-	1.8	23.9	5.8	0.0	5.8	
7/2	255	255	-	-	-	1.8	0.0	-	1.8	24.9	5.4	0.0	5.4	
8/1	192	192	-	-	-	0.0	0.0	-	0.0	0.8	0.1	0.0	0.1	
8/2	331	331	-	-	-	0.1	0.0	-	0.1	0.7	0.1	0.0	0.1	
9/1	759	759	-	-	-	0.7	0.0	-	0.7	3.3	3.4	0.0	3.4	
9/2	973	973	-	-	-	0.5	0.0	-	0.5	2.0	2.7	0.0	2.7	
10/1	808	808	-	-	-	0.1	0.6	-	0.7	3.1	0.8	0.6	1.3	
10/2	1015	1015	-	-	-	0.1	1.0	-	1.1	4.0	0.7	1.0	1.7	
11/1	407	407	-	-	-	0.9	0.0	-	0.9	8.3	7.6	0.0	7.6	

Detailed Input Data And Results

11/2	281	281	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
12/1	917	917	-	-	-	0.2	0.0	-	0.2	0.8	1.6	0.0	1.6	
12/2	883	883	-	-	-	0.2	0.0	-	0.2	0.9	1.6	0.0	1.6	
13/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	787	787	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%): 1.8Total Delay for Signalled Lanes (pcuHr): 46.73Cycle Time (s): 77 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%): 47.7Total Delay for Signalled Lanes (pcuHr): 0.42Cycle Time (s): 77 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%): 33.5Total Delay for Signalled Lanes (pcuHr): 1.84Cycle Time (s): 77 PRC Over All Lanes (%): 1.8Total Delay Over All Lanes(pcuHr): 49.01														

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Timings****Stage Stream: 1**

Stage	1	2	3
Duration	37	0	16
Change Point	44	7	19

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	44	34

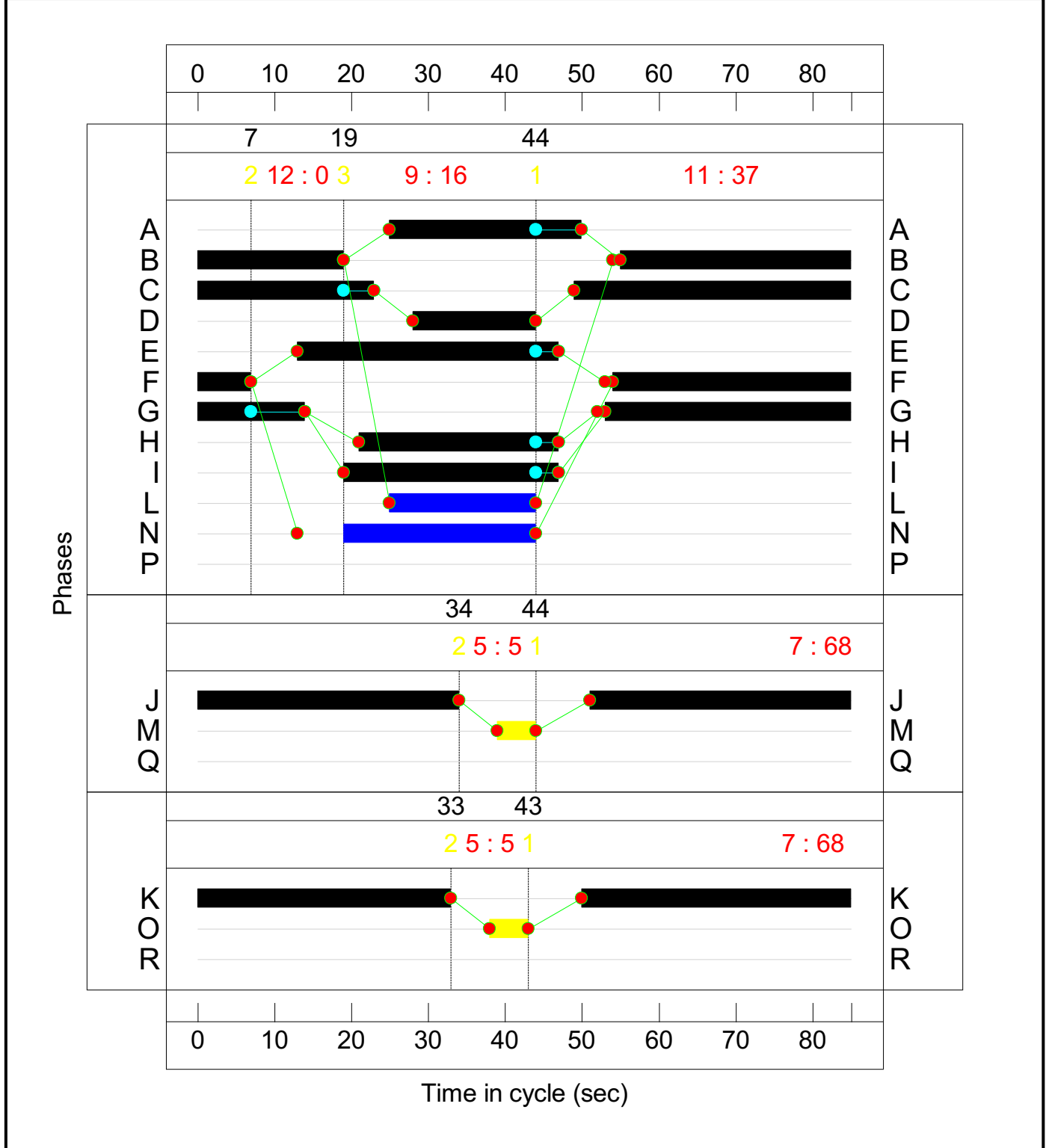
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	43	33

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	25	50
B	A52 West Right Ahead Left	Traffic	1	49	55	19
C	N Circ Right Ahead	Traffic	1	59	49	23
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	28	44
E	E Circ Right Ahead	Traffic	1	34	13	47
F	A52 East Ahead Left	Traffic	1	38	54	7
G	S Circ Right Ahead Left (25)	Traffic	1	46	53	14
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	21	47
I	Cut Thru Ahead (29)	Traffic	1	28	19	47
J	A52 West Exit Peds	Traffic	2	68	51	34
K	A52 E Exit peds	Traffic	3	68	50	33
L	Pedestrians across	Pedestrian	1	19	25	44
M	Pedestrians across	Pedestrian	2	5	39	44
N	Pedestrians across	Pedestrian	1	25	19	44
O	Pedestrians across	Pedestrian	3	5	38	43
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

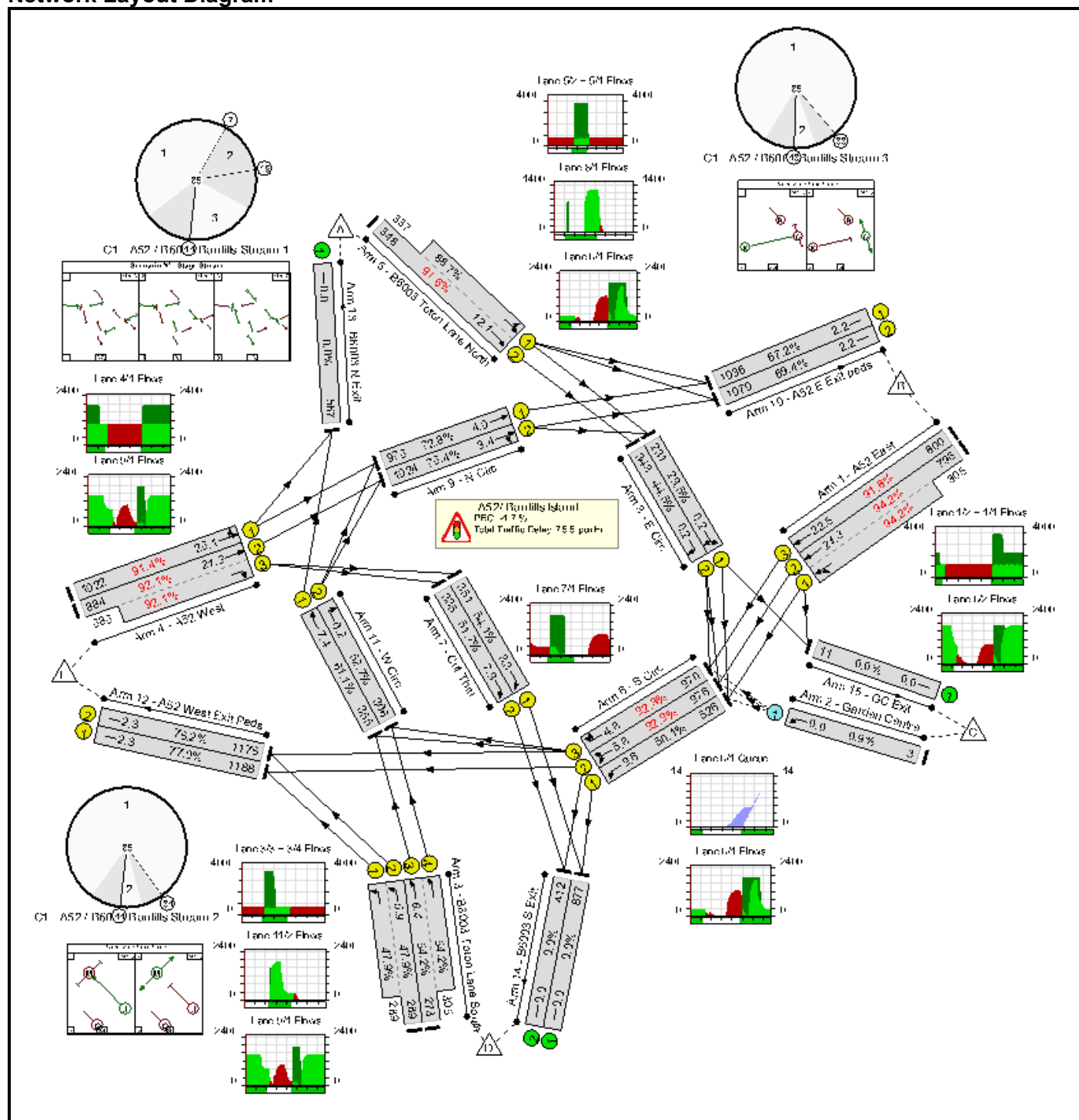
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	54	7
1/2	A52 East Ahead	U	F	54	7
1/3	A52 East Ahead	U	F	54	7
3/1	B6003 Toton Lane South Left	U	H	21	47
3/2	B6003 Toton Lane South Left	U	H	21	47
3/3	B6003 Toton Lane South Ahead	U	H	21	47
3/4	B6003 Toton Lane South Ahead	U	H	21	47
4/1	A52 West Ahead Left	U	B	55	19
4/2	A52 West Ahead	U	B	55	19
4/3	A52 West Right	U	B	55	19
5/1	B6003 Toton Lane North Ahead Left	U	D	28	44
5/2	B6003 Toton Lane North Ahead	U	D	28	44
6/1	S Circ Left	U	G	53	14
6/2	S Circ Ahead Left	U	G	53	14
6/3	S Circ Right Ahead	U	G	53	14
7/1	Cut Thru Ahead	U	I	19	47
7/2	Cut Thru Ahead	U	I	19	47
8/1	E Circ Right Ahead	U	E	13	47
8/2	E Circ Right	U	E	13	47
9/1	N Circ Ahead	U	C	49	23
9/2	N Circ Right Ahead	U	C	49	23
10/1	A52 E Exit peds	U	K	50	33
10/2	A52 E Exit peds	U	K	50	33
11/1	W Circ Ahead	U	A	25	50
11/2	W Circ Right	U	A	25	50
12/1	A52 West Exit Peds	U	J	51	34
12/2	A52 West Exit Peds	U	J	51	34

Network Layout Diagram



Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	94.2%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	94.2%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	38	-	-	1101	1900:1900	845+324	94.2 : 94.2%
1/3	A52 East Ahead	U	1	N/A	F		1	38	-	-	800	1900	872	91.8%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	578	1900:1900	604+604	47.9 : 47.9%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	578	1900:1900	503+563	54.2 : 54.2%
4/1	A52 West Ahead Left	U	1	N/A	B		1	49	-	-	1022	1900	1118	91.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	49	-	-	1570	1900:1900	960+745	92.1 : 92.1%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	685	1900:1900	380+380	91.6 : 88.7%
6/1	S Circ Left	U	1	N/A	G		1	46	-	-	526	1900	1051	50.1%
6/2	S Circ Ahead Left	U	1	N/A	G		1	46	-	-	976	1900	1051	92.9%
6/3	S Circ Right Ahead	U	1	N/A	G		1	46	-	-	970	1900	1051	92.3%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	351	1900	648	54.1%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	335	1900	648	51.7%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	231	1900	782	29.5%

Detailed Input Data And Results

8/2	E Circ Right	U	1	N/A	E		1	34	-	-	348	1900	782	44.5%
9/1	N Circ Ahead	U	1	N/A	C		1	59	-	-	976	1900	1341	72.8%
9/2	N Circ Right Ahead	U	1	N/A	C		1	59	-	-	1024	1900	1341	76.4%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1036	1900	1542	67.2%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1070	1900	1542	69.4%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	355	1900	581	61.1%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	306	1900	581	52.7%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1188	1900	1542	77.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1176	1900	1542	76.2%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	567	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	877	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	412	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

Detailed Input Data And Results

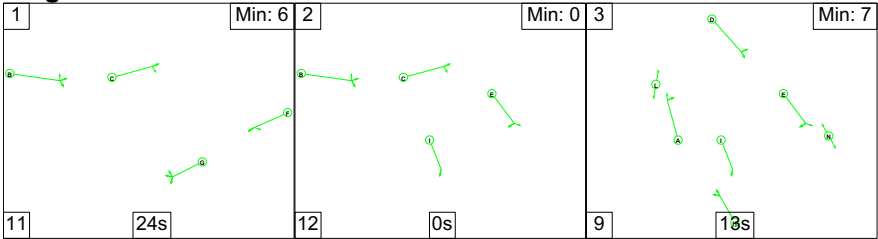
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	-	-	1	2	0	46.2	29.2	0.0	75.5	-	-	-	-	
A52/ Bardills Island	-	-	1	2	0	46.2	29.2	0.0	75.5	-	-	-	-	
1/2+1/1	1101	1101	-	-	-	6.0	6.8	-	12.8	41.8	17.5	6.8	24.3	
1/3	800	800	-	-	-	4.8	4.9	-	9.7	43.6	17.6	4.9	22.5	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	16.5	0.0	0.0	0.0	
3/2+3/1	578	578	-	-	-	3.7	0.5	-	4.2	26.2	5.5	0.5	5.9	
3/3+3/4	578	578	-	-	-	3.8	0.6	-	4.3	27.0	5.8	0.6	6.4	
4/1	1022	1022	-	-	-	4.4	4.9	-	9.3	32.7	21.3	4.9	26.1	
4/2+4/3	1570	1570	-	-	-	5.5	5.4	-	10.8	24.9	16.0	5.4	21.3	
5/2+5/1	685	685	-	-	-	6.3	4.1	-	10.4	54.8	8.0	4.1	12.1	
6/1	526	526	-	-	-	0.9	0.0	-	0.9	6.3	9.6	0.0	9.6	
6/2	976	976	-	-	-	0.8	0.0	-	0.8	2.8	5.8	0.0	5.8	
6/3	970	970	-	-	-	0.7	0.0	-	0.7	2.7	4.8	0.0	4.8	
7/1	351	351	-	-	-	2.9	0.0	-	2.9	30.0	8.3	0.0	8.3	
7/2	335	335	-	-	-	2.9	0.0	-	2.9	31.0	7.9	0.0	7.9	
8/1	231	231	-	-	-	0.1	0.0	-	0.1	1.6	0.2	0.0	0.2	
8/2	348	348	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
9/1	976	976	-	-	-	0.7	0.0	-	0.7	2.7	4.0	0.0	4.0	
9/2	1024	1024	-	-	-	0.6	0.0	-	0.6	2.1	3.4	0.0	3.4	
10/1	1036	1036	-	-	-	0.2	1.0	-	1.2	4.1	1.2	1.0	2.2	
10/2	1070	1070	-	-	-	0.1	1.1	-	1.3	4.2	1.1	1.1	2.2	
11/1	355	355	-	-	-	0.9	0.0	-	0.9	9.0	7.4	0.0	7.4	

Detailed Input Data And Results

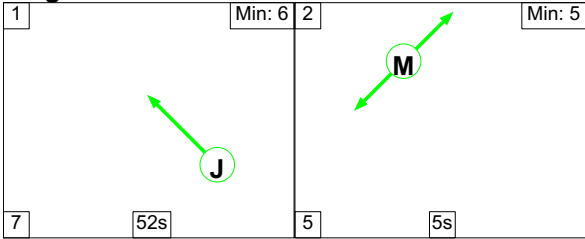
11/2	306	306	-	-	-	0.1	0.0	-	0.1	1.8	0.2	0.0	0.2
12/1	1188	1188	-	-	-	0.3	0.0	-	0.3	0.9	2.3	0.0	2.3
12/2	1176	1176	-	-	-	0.3	0.0	-	0.3	0.9	2.3	0.0	2.3
13/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A52 / B6003 Bardills Stream: 1 PRC for Signalled Lanes (%): -4.7 Total Delay for Signalled Lanes (pcuHr): 72.40 Cycle Time (s): 85 C1 - A52 / B6003 Bardills Stream: 2 PRC for Signalled Lanes (%): 16.8 Total Delay for Signalled Lanes (pcuHr): 0.62 Cycle Time (s): 85 C1 - A52 / B6003 Bardills Stream: 3 PRC for Signalled Lanes (%): 29.7 Total Delay for Signalled Lanes (pcuHr): 2.42 Cycle Time (s): 85 PRC Over All Lanes (%): -4.7 Total Delay Over All Lanes(pcuHr): 75.46													

Stage Sequence Diagram

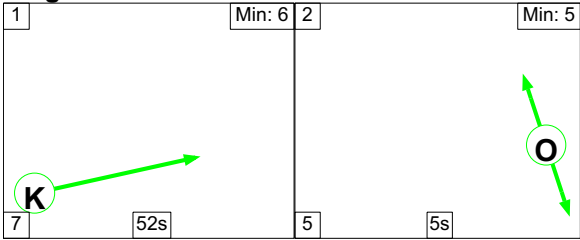
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	24	0	13
Change Point	45	11	23

Stage Stream: 2

Stage	1	2
Duration	52	5
Change Point	45	35

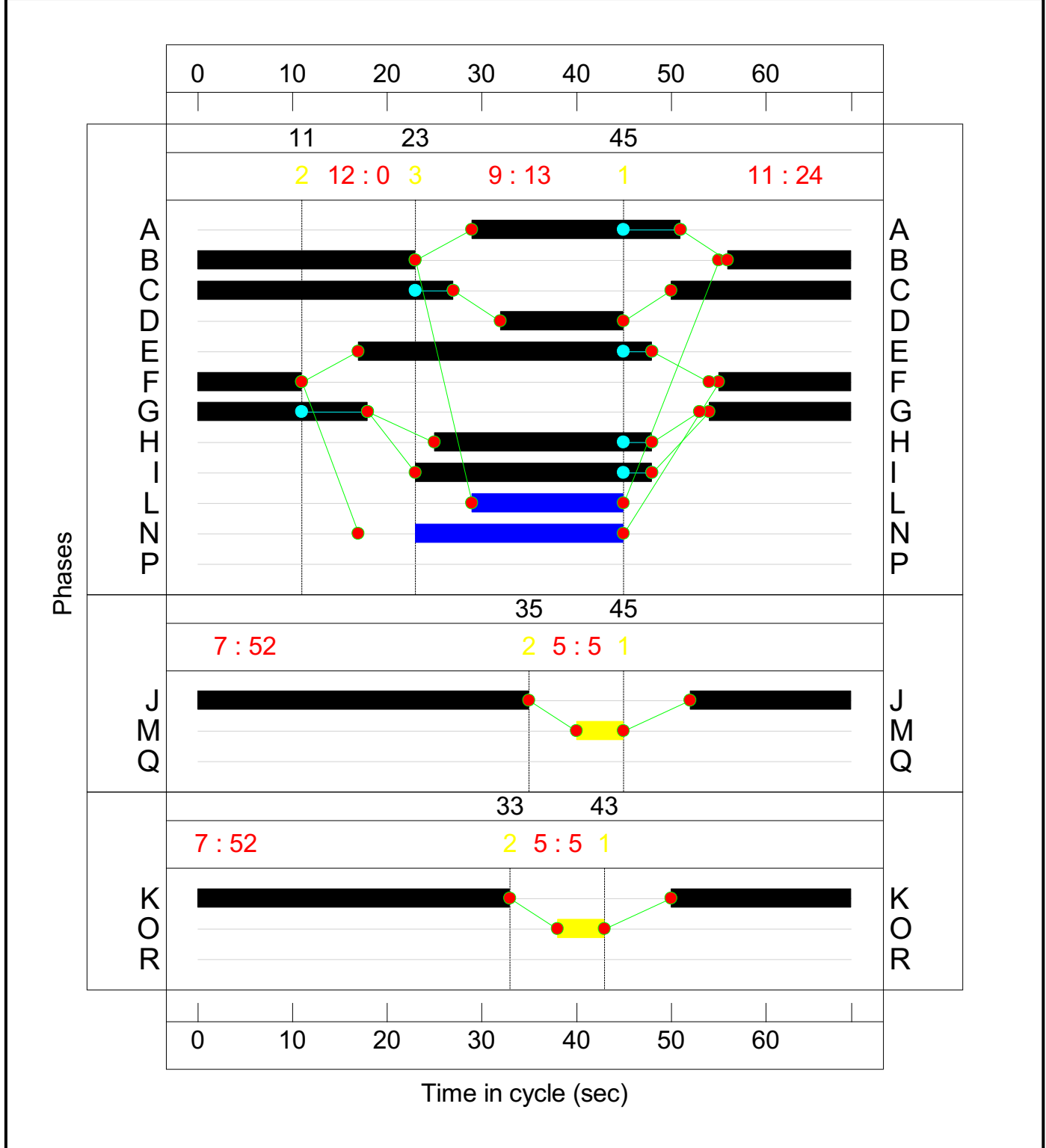
Stage Stream: 3

Stage	1	2
Duration	52	5
Change Point	43	33

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	22	29	51
B	A52 West Right Ahead Left	Traffic	1	36	56	23
C	N Circ Right Ahead	Traffic	1	46	50	27
D	B6003 Toton Lane North Ahead Left	Traffic	1	13	32	45
E	E Circ Right Ahead	Traffic	1	31	17	48
F	A52 East Ahead Left	Traffic	1	25	55	11
G	S Circ Right Ahead Left (25)	Traffic	1	33	54	18
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	23	25	48
I	Cut Thru Ahead (29)	Traffic	1	25	23	48
J	A52 West Exit Peds	Traffic	2	52	52	35
K	A52 E Exit peds	Traffic	3	52	50	33
L	Pedestrians across	Pedestrian	1	16	29	45
M	Pedestrians across	Pedestrian	2	5	40	45
N	Pedestrians across	Pedestrian	1	22	23	45
O	Pedestrians across	Pedestrian	3	5	38	43
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

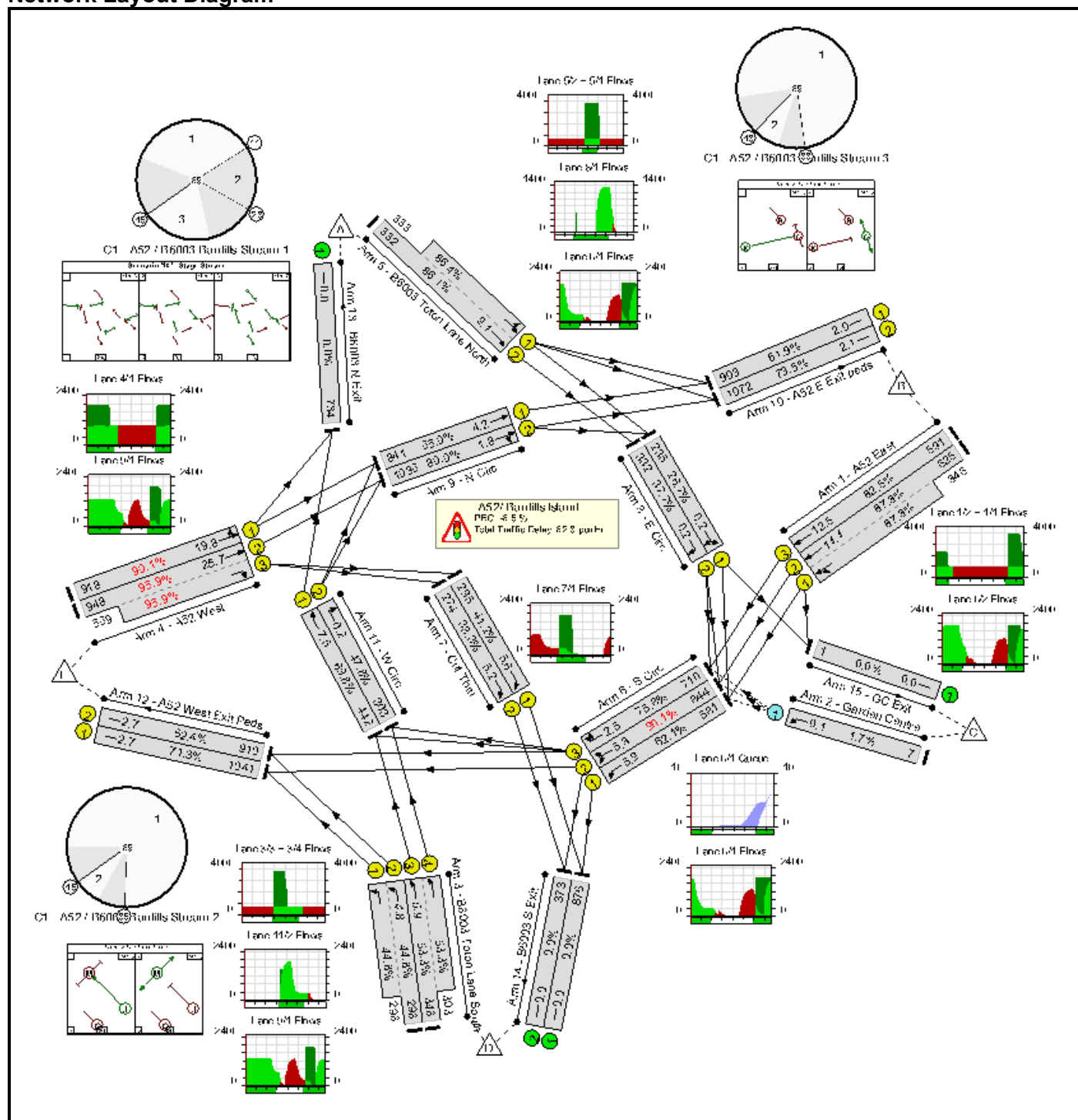
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	55	11
1/2	A52 East Ahead	U	F	55	11
1/3	A52 East Ahead	U	F	55	11
3/1	B6003 Toton Lane South Left	U	H	25	48
3/2	B6003 Toton Lane South Left	U	H	25	48
3/3	B6003 Toton Lane South Ahead	U	H	25	48
3/4	B6003 Toton Lane South Ahead	U	H	25	48
4/1	A52 West Ahead Left	U	B	56	23
4/2	A52 West Ahead	U	B	56	23
4/3	A52 West Right	U	B	56	23
5/1	B6003 Toton Lane North Ahead Left	U	D	32	45
5/2	B6003 Toton Lane North Ahead	U	D	32	45
6/1	S Circ Left	U	G	54	18
6/2	S Circ Ahead Left	U	G	54	18
6/3	S Circ Right Ahead	U	G	54	18
7/1	Cut Thru Ahead	U	I	23	48
7/2	Cut Thru Ahead	U	I	23	48
8/1	E Circ Right Ahead	U	E	17	48
8/2	E Circ Right	U	E	17	48
9/1	N Circ Ahead	U	C	50	27
9/2	N Circ Right Ahead	U	C	50	27
10/1	A52 E Exit peds	U	K	50	33
10/2	A52 E Exit peds	U	K	50	33
11/1	W Circ Ahead	U	A	29	51
11/2	W Circ Right	U	A	29	51
12/1	A52 West Exit Peds	U	J	52	35
12/2	A52 West Exit Peds	U	J	52	35

Network Layout Diagram



Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	95.9%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	95.9%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	25	-	-	971	1900:1900	716+396	87.3 : 87.3%
1/3	A52 East Ahead	U	1	N/A	F		1	25	-	-	591	1900	716	82.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	406	1.7%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	23	-	-	592	1900:1900	661+661	44.8 : 44.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	23	-	-	649	1900:1900	649+569	53.3 : 53.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	36	-	-	918	1900	1019	90.1%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	36	-	-	1517	1900:1900	989+593	95.9 : 95.9%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	13	-	-	665	1900:1900	386+386	86.1 : 86.4%
6/1	S Circ Left	U	1	N/A	G		1	33	-	-	581	1900	936	62.1%
6/2	S Circ Ahead Left	U	1	N/A	G		1	33	-	-	844	1900	936	90.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	33	-	-	710	1900	936	75.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	25	-	-	295	1900	716	41.2%
7/2	Cut Thru Ahead	U	1	N/A	I		1	25	-	-	274	1900	716	38.3%
8/1	E Circ Right Ahead	U	1	N/A	E		1	31	-	-	235	1900	881	26.7%

Detailed Input Data And Results

8/2	E Circ Right	U	1	N/A	E		1	31	-	-	332	1900	881	37.7%
9/1	N Circ Ahead	U	1	N/A	C		1	46	-	-	841	1900	1294	65.0%
9/2	N Circ Right Ahead	U	1	N/A	C		1	46	-	-	1036	1900	1294	80.0%
10/1	A52 E Exit peds	U	3	N/A	K		1	52	-	-	903	1900	1459	61.9%
10/2	A52 E Exit peds	U	3	N/A	K		1	52	-	-	1072	1900	1459	73.5%
11/1	W Circ Ahead	U	1	N/A	A		1	22	-	-	442	1900	633	69.8%
11/2	W Circ Right	U	1	N/A	A		1	22	-	-	303	1900	633	47.8%
12/1	A52 West Exit Peds	U	2	N/A	J		1	52	-	-	1041	1900	1459	71.3%
12/2	A52 West Exit Peds	U	2	N/A	J		1	52	-	-	910	1900	1459	62.4%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	734	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	876	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	373	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

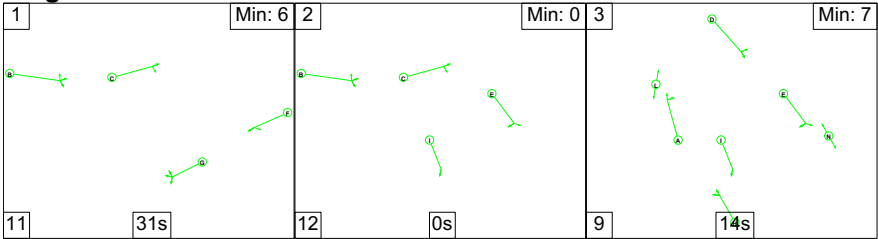
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	-	-	2	5	0	37.3	25.0	0.0	62.3	-	-	-	-	
A52/ Bardills Island	-	-	2	5	0	37.3	25.0	0.0	62.3	-	-	-	-	
1/2+1/1	971	971	-	-	-	5.0	3.3	-	8.3	30.9	11.1	3.3	14.4	
1/3	591	591	-	-	-	3.2	2.3	-	5.5	33.4	10.2	2.3	12.5	
2/1	7	7	2	5	0	0.0	0.0	-	0.0	11.1	0.1	0.0	0.1	
3/2+3/1	592	592	-	-	-	2.9	0.4	-	3.3	19.9	4.4	0.4	4.8	
3/3+3/4	649	649	-	-	-	3.2	0.6	-	3.8	20.9	5.3	0.6	5.9	
4/1	918	918	-	-	-	3.7	4.2	-	7.9	30.8	15.6	4.2	19.8	
4/2+4/3	1517	1517	-	-	-	5.6	9.1	-	14.7	34.8	16.6	9.1	25.7	
5/2+5/1	665	665	-	-	-	4.9	3.0	-	7.9	42.7	6.1	3.0	9.1	
6/1	581	581	-	-	-	0.8	0.0	-	0.8	4.8	5.9	0.0	5.9	
6/2	844	844	-	-	-	0.8	0.0	-	0.8	3.5	5.3	0.0	5.3	
6/3	710	710	-	-	-	0.4	0.0	-	0.4	2.2	2.5	0.0	2.5	
7/1	295	295	-	-	-	1.7	0.0	-	1.7	20.2	5.6	0.0	5.6	
7/2	274	274	-	-	-	1.6	0.0	-	1.6	21.1	5.2	0.0	5.2	
8/1	235	235	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	
8/2	332	332	-	-	-	0.1	0.0	-	0.1	1.1	0.2	0.0	0.2	
9/1	841	841	-	-	-	0.8	0.0	-	0.8	3.6	4.2	0.0	4.2	
9/2	1036	1036	-	-	-	0.3	0.0	-	0.3	1.1	1.8	0.0	1.8	
10/1	903	903	-	-	-	0.2	0.8	-	1.0	3.9	1.2	0.8	2.0	
10/2	1072	1072	-	-	-	0.1	1.4	-	1.5	4.9	0.7	1.4	2.1	
11/1	442	442	-	-	-	0.9	0.0	-	0.9	7.4	7.5	0.0	7.5	

Detailed Input Data And Results

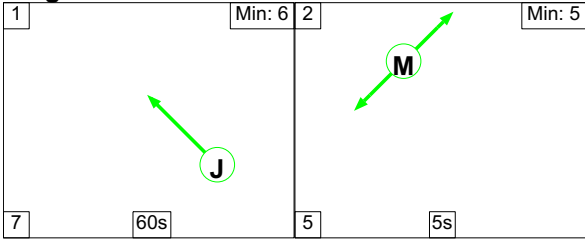
11/2	303	303	-	-	-	0.1	0.0	-	0.1	1.6	0.2	0.0	0.2	
12/1	1041	1041	-	-	-	0.5	0.0	-	0.5	1.7	2.7	0.0	2.7	
12/2	910	910	-	-	-	0.5	0.0	-	0.5	1.9	2.7	0.0	2.7	
13/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	876	876	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%): -6.5Total Delay for Signalled Lanes (pcuHr): 58.90Cycle Time (s): 69 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%): 26.2Total Delay for Signalled Lanes (pcuHr): 0.98Cycle Time (s): 69 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%): 22.5Total Delay for Signalled Lanes (pcuHr): 2.44Cycle Time (s): 69 PRC Over All Lanes (%): -6.5Total Delay Over All Lanes(pcuHr): 62.34														

Stage Sequence Diagram

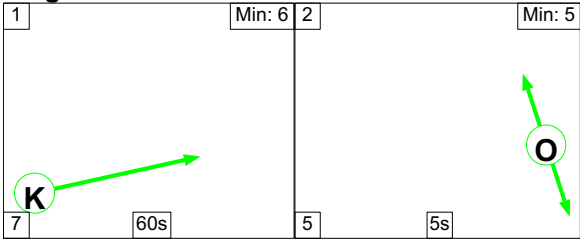
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	31	0	14
Change Point	43	8	20

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	43	33

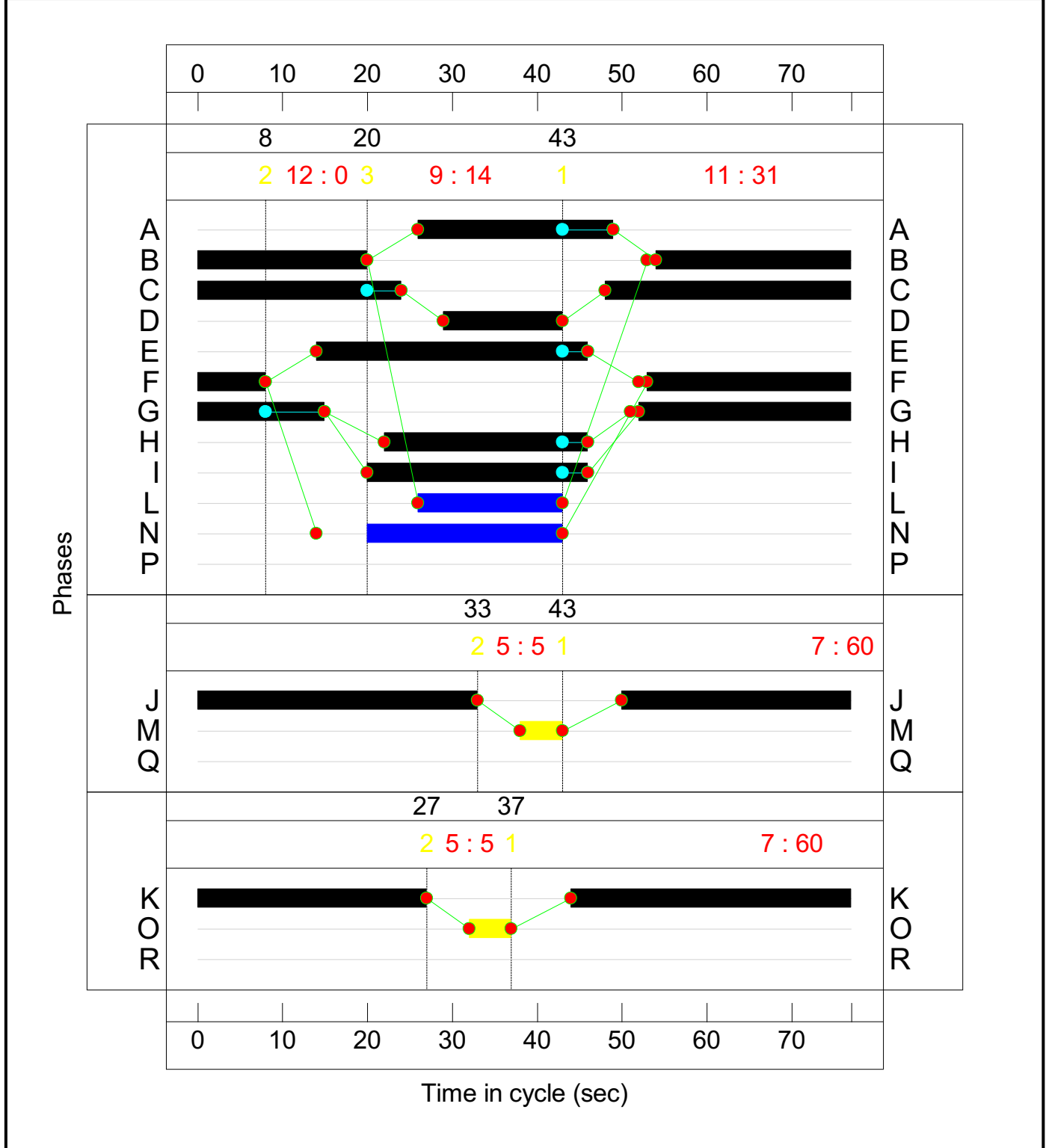
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	37	27

Phase Timings

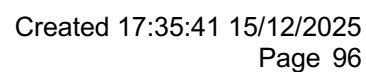
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	23	26	49
B	A52 West Right Ahead Left	Traffic	1	43	54	20
C	N Circ Right Ahead	Traffic	1	53	48	24
D	B6003 Toton Lane North Ahead Left	Traffic	1	14	29	43
E	E Circ Right Ahead	Traffic	1	32	14	46
F	A52 East Ahead Left	Traffic	1	32	53	8
G	S Circ Right Ahead Left (25)	Traffic	1	40	52	15
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	24	22	46
I	Cut Thru Ahead (29)	Traffic	1	26	20	46
J	A52 West Exit Peds	Traffic	2	60	50	33
K	A52 E Exit peds	Traffic	3	60	44	27
L	Pedestrians across	Pedestrian	1	17	26	43
M	Pedestrians across	Pedestrian	2	5	38	43
N	Pedestrians across	Pedestrian	1	23	20	43
O	Pedestrians across	Pedestrian	3	5	32	37
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	53	8
1/2	A52 East Ahead	U	F	53	8
1/3	A52 East Ahead	U	F	53	8
3/1	B6003 Toton Lane South Left	U	H	22	46
3/2	B6003 Toton Lane South Left	U	H	22	46
3/3	B6003 Toton Lane South Ahead	U	H	22	46
3/4	B6003 Toton Lane South Ahead	U	H	22	46
4/1	A52 West Ahead Left	U	B	54	20
4/2	A52 West Ahead	U	B	54	20
4/3	A52 West Right	U	B	54	20
5/1	B6003 Toton Lane North Ahead Left	U	D	29	43
5/2	B6003 Toton Lane North Ahead	U	D	29	43
6/1	S Circ Left	U	G	52	15
6/2	S Circ Ahead Left	U	G	52	15
6/3	S Circ Right Ahead	U	G	52	15
7/1	Cut Thru Ahead	U	I	20	46
7/2	Cut Thru Ahead	U	I	20	46
8/1	E Circ Right Ahead	U	E	14	46
8/2	E Circ Right	U	E	14	46
9/1	N Circ Ahead	U	C	48	24
9/2	N Circ Right Ahead	U	C	48	24
10/1	A52 E Exit peds	U	K	44	27
10/2	A52 E Exit peds	U	K	44	27
11/1	W Circ Ahead	U	A	26	49
11/2	W Circ Right	U	A	26	49
12/1	A52 West Exit Peds	U	J	50	33
12/2	A52 West Exit Peds	U	J	50	33



Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	92.2%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	92.2%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	32	-	-	1036	1900:1900	814+321	91.2 : 91.2%
1/3	A52 East Ahead	U	1	N/A	F		1	32	-	-	735	1900	814	90.3%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	363	0.8%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	24	-	-	579	1900:1900	617+617	47.0 : 46.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	24	-	-	597	1900:1900	473+596	55.9 : 55.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	43	-	-	917	1900	1086	84.5%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	43	-	-	1490	1900:1900	978+744	86.5 : 86.5%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	14	-	-	637	1900:1900	370+370	86.2 : 85.9%
6/1	S Circ Left	U	1	N/A	G		1	40	-	-	503	1900	1012	49.7%
6/2	S Circ Ahead Left	U	1	N/A	G		1	40	-	-	933	1900	1012	92.2%
6/3	S Circ Right Ahead	U	1	N/A	G		1	40	-	-	866	1900	1012	85.6%
7/1	Cut Thru Ahead	U	1	N/A	I		1	26	-	-	330	1900	666	49.5%
7/2	Cut Thru Ahead	U	1	N/A	I		1	26	-	-	314	1900	666	47.1%
8/1	E Circ Right Ahead	U	1	N/A	E		1	32	-	-	219	1900	814	26.9%

Detailed Input Data And Results

8/2	E Circ Right	U	1	N/A	E		1	32	-	-	319	1900	814	39.2%
9/1	N Circ Ahead	U	1	N/A	C		1	53	-	-	907	1900	1332	68.1%
9/2	N Circ Right Ahead	U	1	N/A	C		1	53	-	-	994	1900	1332	74.6%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	936	1900	1505	62.2%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1064	1900	1505	70.7%
11/1	W Circ Ahead	U	1	N/A	A		1	23	-	-	340	1900	592	57.4%
11/2	W Circ Right	U	1	N/A	A		1	23	-	-	334	1900	592	56.4%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	1154	1900	1505	76.7%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	1079	1900	1505	71.7%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	536	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	833	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	382	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Detailed Input Data And Results

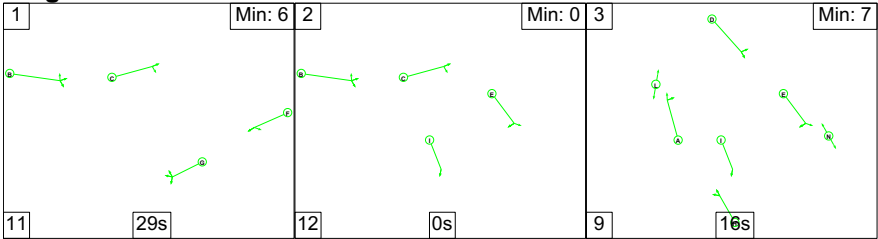
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	-	-	1	2	0	40.3	20.7	0.0	61.0	-	-	-	-	
A52/ Bardills Island	-	-	1	2	0	40.3	20.7	0.0	61.0	-	-	-	-	
1/2+1/1	1036	1036	-	-	-	5.5	4.8	-	10.2	35.5	14.9	4.8	19.6	
1/3	735	735	-	-	-	4.2	4.2	-	8.4	41.0	14.5	4.2	18.7	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	13.9	0.0	0.0	0.0	
3/2+3/1	579	579	-	-	-	3.3	0.4	-	3.8	23.5	4.9	0.4	5.4	
3/3+3/4	597	597	-	-	-	3.5	0.6	-	4.1	24.7	5.8	0.6	6.5	
4/1	917	917	-	-	-	3.5	2.6	-	6.1	24.0	16.0	2.6	18.7	
4/2+4/3	1490	1490	-	-	-	4.9	3.1	-	8.0	19.4	13.9	3.1	17.0	
5/2+5/1	637	637	-	-	-	5.3	2.9	-	8.2	46.5	6.6	2.9	9.5	
6/1	503	503	-	-	-	0.7	0.0	-	0.7	5.2	6.3	0.0	6.3	
6/2	933	933	-	-	-	0.8	0.0	-	0.8	2.9	4.9	0.0	4.9	
6/3	866	866	-	-	-	0.5	0.0	-	0.5	2.2	3.1	0.0	3.1	
7/1	330	330	-	-	-	2.3	0.0	-	2.3	25.4	7.0	0.0	7.0	
7/2	314	314	-	-	-	2.3	0.0	-	2.3	26.4	6.7	0.0	6.7	
8/1	219	219	-	-	-	0.1	0.0	-	0.1	1.4	0.2	0.0	0.2	
8/2	319	319	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	
9/1	907	907	-	-	-	0.7	0.0	-	0.7	2.9	4.1	0.0	4.1	
9/2	994	994	-	-	-	0.6	0.0	-	0.6	2.0	3.3	0.0	3.3	
10/1	936	936	-	-	-	0.1	0.8	-	0.9	3.4	0.7	0.8	1.5	
10/2	1064	1064	-	-	-	0.2	1.2	-	1.4	4.6	1.7	1.2	2.9	
11/1	340	340	-	-	-	0.7	0.0	-	0.7	7.7	6.2	0.0	6.2	

Detailed Input Data And Results

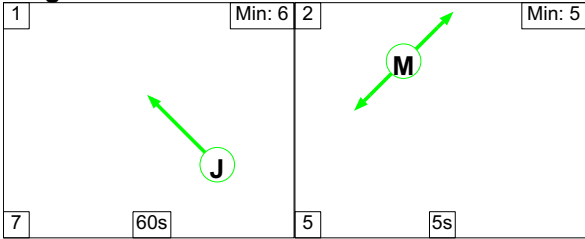
11/2	334	334	-	-	-	0.2	0.0	-	0.2	1.7	0.2	0.0	0.2	
12/1	1154	1154	-	-	-	0.4	0.0	-	0.4	1.4	2.7	0.0	2.7	
12/2	1079	1079	-	-	-	0.4	0.0	-	0.4	1.5	2.7	0.0	2.7	
13/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%): -2.5Total Delay for Signalled Lanes (pcuHr): 57.85Cycle Time (s): 77 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%): 17.4Total Delay for Signalled Lanes (pcuHr): 0.88Cycle Time (s): 77 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%): 27.3Total Delay for Signalled Lanes (pcuHr): 2.26Cycle Time (s): 77 PRC Over All Lanes (%): -2.5Total Delay Over All Lanes(pcuHr): 61.01														

Stage Sequence Diagram

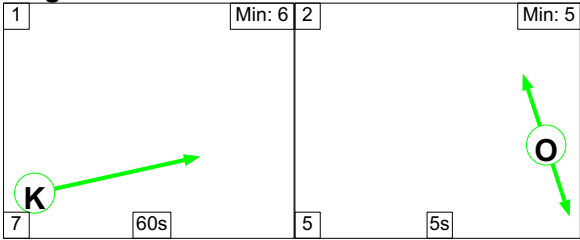
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	36	76	11

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	36	26

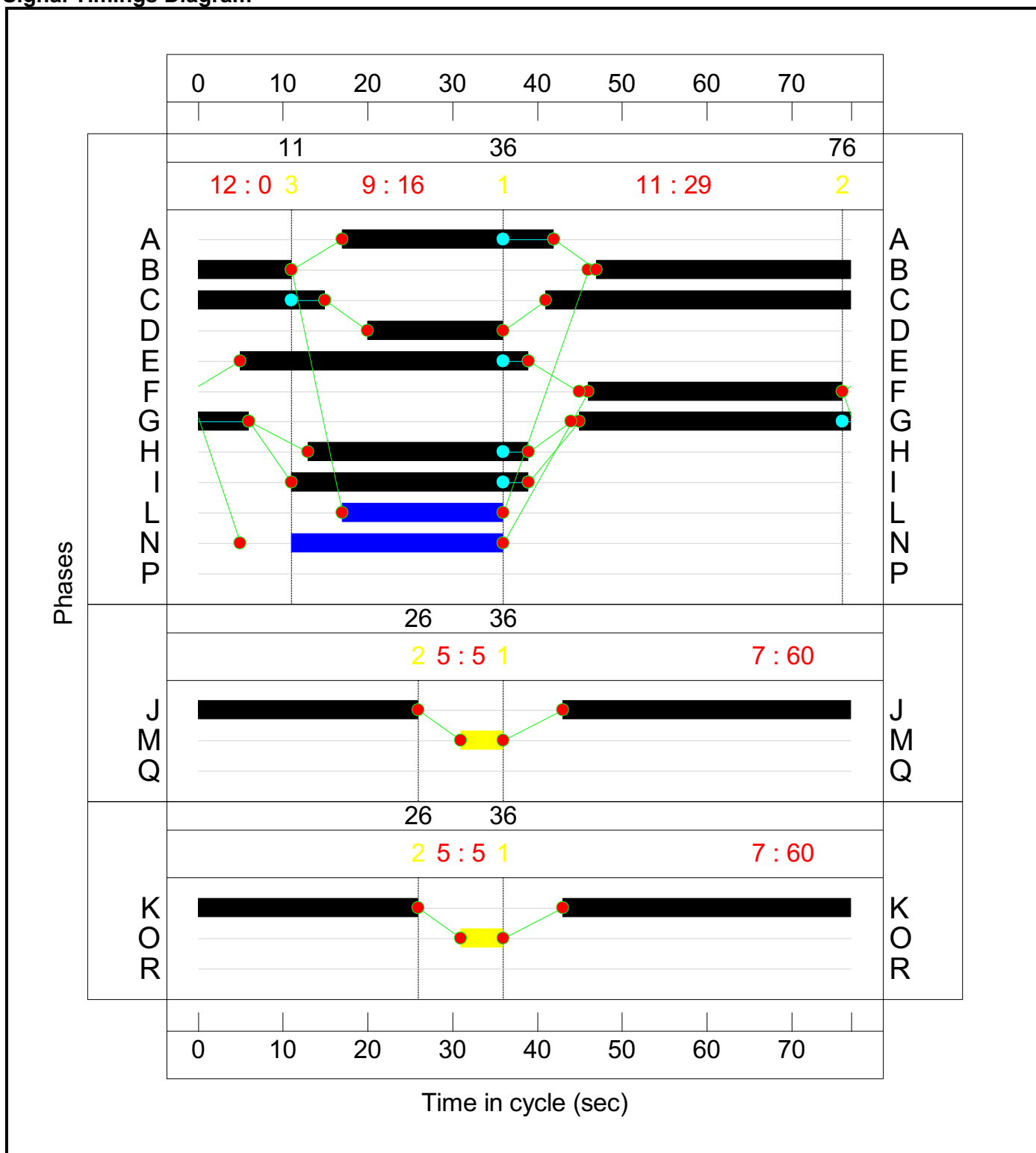
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	36	26

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	17	42
B	A52 West Right Ahead Left	Traffic	1	41	47	11
C	N Circ Right Ahead	Traffic	1	51	41	15
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	20	36
E	E Circ Right Ahead	Traffic	1	34	5	39
F	A52 East Ahead Left	Traffic	1	30	46	76
G	S Circ Right Ahead Left (25)	Traffic	1	38	45	6
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	13	39
I	Cut Thru Ahead (29)	Traffic	1	28	11	39
J	A52 West Exit Peds	Traffic	2	60	43	26
K	A52 E Exit peds	Traffic	3	60	43	26
L	Pedestrians across	Pedestrian	1	19	17	36
M	Pedestrians across	Pedestrian	2	5	31	36
N	Pedestrians across	Pedestrian	1	25	11	36
O	Pedestrians across	Pedestrian	3	5	31	36
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

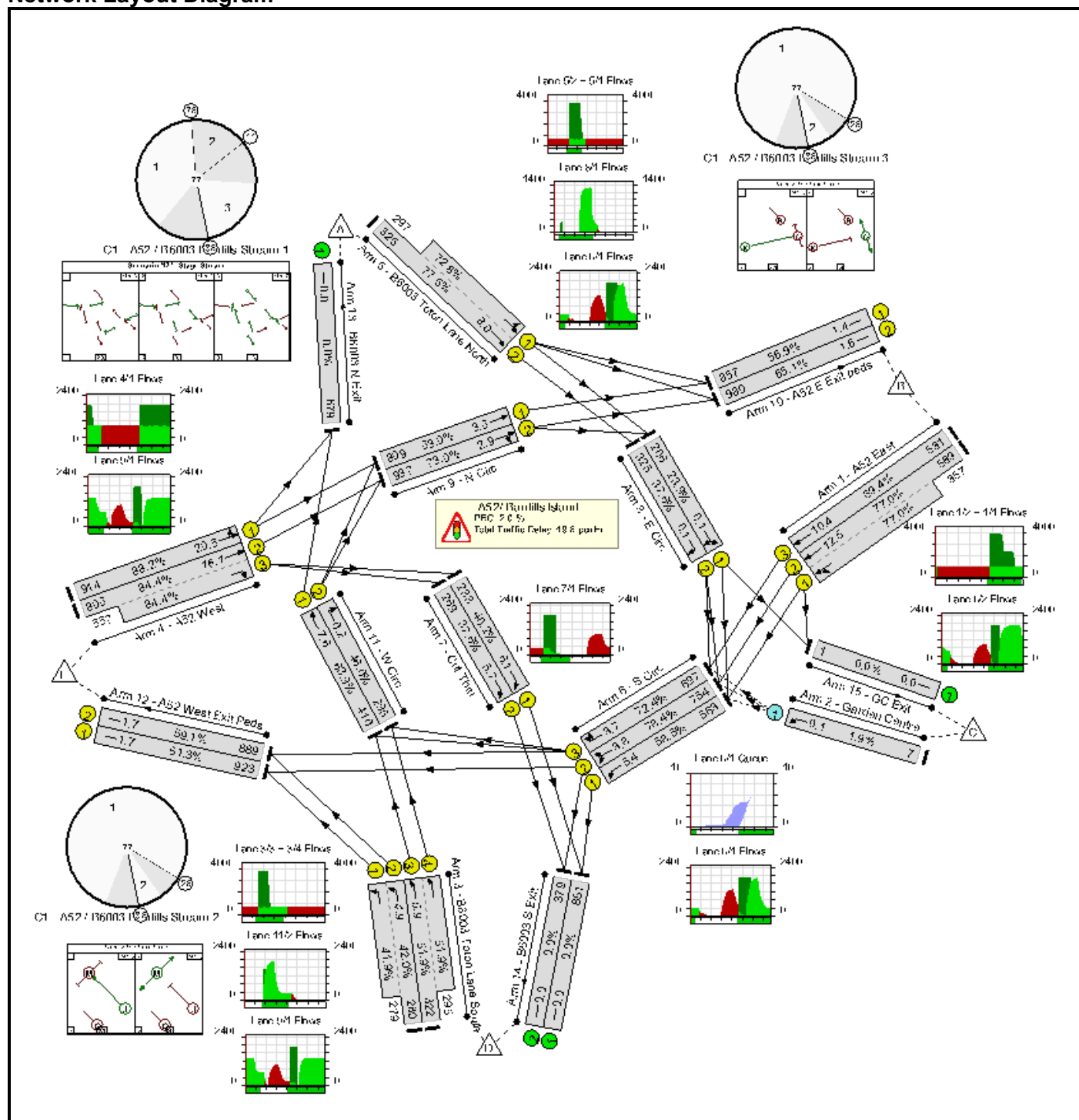
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	46	76
1/2	A52 East Ahead	U	F	46	76
1/3	A52 East Ahead	U	F	46	76
3/1	B6003 Toton Lane South Left	U	H	13	39
3/2	B6003 Toton Lane South Left	U	H	13	39
3/3	B6003 Toton Lane South Ahead	U	H	13	39
3/4	B6003 Toton Lane South Ahead	U	H	13	39
4/1	A52 West Ahead Left	U	B	47	11
4/2	A52 West Ahead	U	B	47	11
4/3	A52 West Right	U	B	47	11
5/1	B6003 Toton Lane North Ahead Left	U	D	20	36
5/2	B6003 Toton Lane North Ahead	U	D	20	36
6/1	S Circ Left	U	G	45	6
6/2	S Circ Ahead Left	U	G	45	6
6/3	S Circ Right Ahead	U	G	45	6
7/1	Cut Thru Ahead	U	I	11	39
7/2	Cut Thru Ahead	U	I	11	39
8/1	E Circ Right Ahead	U	E	5	39
8/2	E Circ Right	U	E	5	39
9/1	N Circ Ahead	U	C	41	15
9/2	N Circ Right Ahead	U	C	41	15
10/1	A52 E Exit peds	U	K	43	26
10/2	A52 E Exit peds	U	K	43	26
11/1	W Circ Ahead	U	A	17	42
11/2	W Circ Right	U	A	17	42
12/1	A52 West Exit Peds	U	J	43	26
12/2	A52 West Exit Peds	U	J	43	26

Network Layout Diagram



Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	88.2%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	88.2%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	946	1900:1900	765+464	77.0 : 77.0%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	531	1900	765	69.4%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	378	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	559	1900:1900	666+666	42.0 : 41.9%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	617	1900:1900	620+568	51.9 : 51.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	914	1900	1036	88.2%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1363	1900:1900	955+660	84.4 : 84.4%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	622	1900:1900	419+408	77.5 : 72.8%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	563	1900	962	58.5%
6/2	S Circ Ahead Left	U	1	N/A	G		1	38	-	-	754	1900	962	78.4%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	697	1900	962	72.4%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	288	1900	716	40.2%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	269	1900	716	37.6%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	206	1900	864	23.9%

Detailed Input Data And Results

8/2	E Circ Right	U	1	N/A	E		1	34	-	-	325	1900	864	37.6%
9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	809	1900	1283	63.0%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	937	1900	1283	73.0%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	857	1900	1505	56.9%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	980	1900	1505	65.1%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	410	1900	642	63.9%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	295	1900	642	46.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	923	1900	1505	61.3%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	889	1900	1505	59.1%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	679	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	851	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	379	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

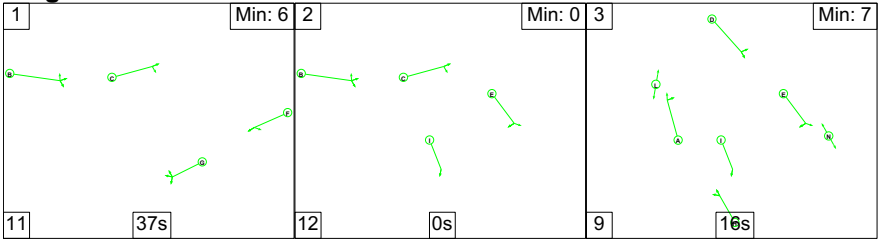
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	-	-	3	4	0	36.6	12.9	0.0	49.6	-	-	-	-	
A52/ Bardills Island	-	-	3	4	0	36.6	12.9	0.0	49.6	-	-	-	-	
1/2+1/1	946	946	-	-	-	4.9	1.7	-	6.6	25.1	10.8	1.7	12.5	
1/3	531	531	-	-	-	2.8	1.1	-	3.9	26.7	9.3	1.1	10.4	
2/1	7	7	3	4	0	0.0	0.0	-	0.0	12.7	0.1	0.0	0.1	
3/2+3/1	559	559	-	-	-	3.0	0.4	-	3.3	21.4	4.5	0.4	4.9	
3/3+3/4	617	617	-	-	-	3.3	0.5	-	3.9	22.5	5.4	0.5	5.9	
4/1	914	914	-	-	-	3.9	3.5	-	7.4	29.2	17.0	3.5	20.5	
4/2+4/3	1363	1363	-	-	-	4.8	2.6	-	7.5	19.8	13.4	2.6	16.1	
5/2+5/1	622	622	-	-	-	4.8	1.5	-	6.3	36.6	6.5	1.5	8.0	
6/1	563	563	-	-	-	0.8	0.0	-	0.8	5.2	5.4	0.0	5.4	
6/2	754	754	-	-	-	0.7	0.0	-	0.7	3.2	3.8	0.0	3.8	
6/3	697	697	-	-	-	0.7	0.0	-	0.7	3.4	3.7	0.0	3.7	
7/1	288	288	-	-	-	1.9	0.0	-	1.9	24.0	6.1	0.0	6.1	
7/2	269	269	-	-	-	1.9	0.0	-	1.9	25.0	5.7	0.0	5.7	
8/1	206	206	-	-	-	0.0	0.0	-	0.0	0.8	0.1	0.0	0.1	
8/2	325	325	-	-	-	0.1	0.0	-	0.1	0.7	0.1	0.0	0.1	
9/1	809	809	-	-	-	0.7	0.0	-	0.7	3.2	3.6	0.0	3.6	
9/2	937	937	-	-	-	0.6	0.0	-	0.6	2.2	2.9	0.0	2.9	
10/1	857	857	-	-	-	0.1	0.7	-	0.8	3.3	0.8	0.7	1.4	
10/2	980	980	-	-	-	0.1	0.9	-	1.0	3.8	0.7	0.9	1.6	
11/1	410	410	-	-	-	0.9	0.0	-	0.9	8.2	7.6	0.0	7.6	

Detailed Input Data And Results

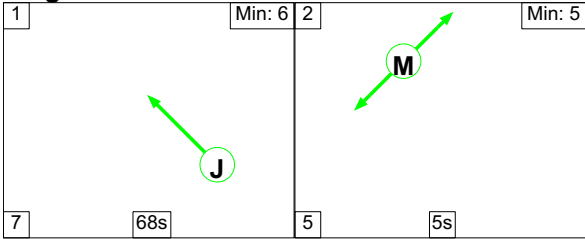
11/2	295	295	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
12/1	923	923	-	-	-	0.2	0.0	-	0.2	0.9	1.7	0.0	1.7	
12/2	889	889	-	-	-	0.2	0.0	-	0.2	0.9	1.7	0.0	1.7	
13/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - A52 / B6003 Bardills C1 - A52 / B6003 Bardills C1 - A52 / B6003 Bardills Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 3 PRC for Signalled Lanes (%) PRC Over All Lanes (%) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay Over All Lanes(pcuHr) Cycle Time (s) Cycle Time (s) Cycle Time (s)														

Stage Sequence Diagram

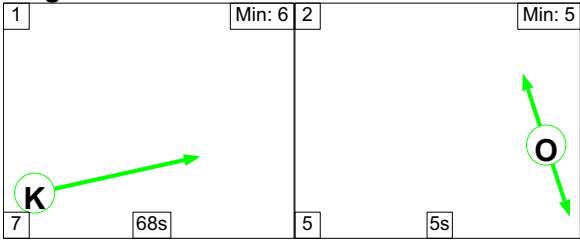
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	37	0	16
Change Point	42	5	17

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	42	32

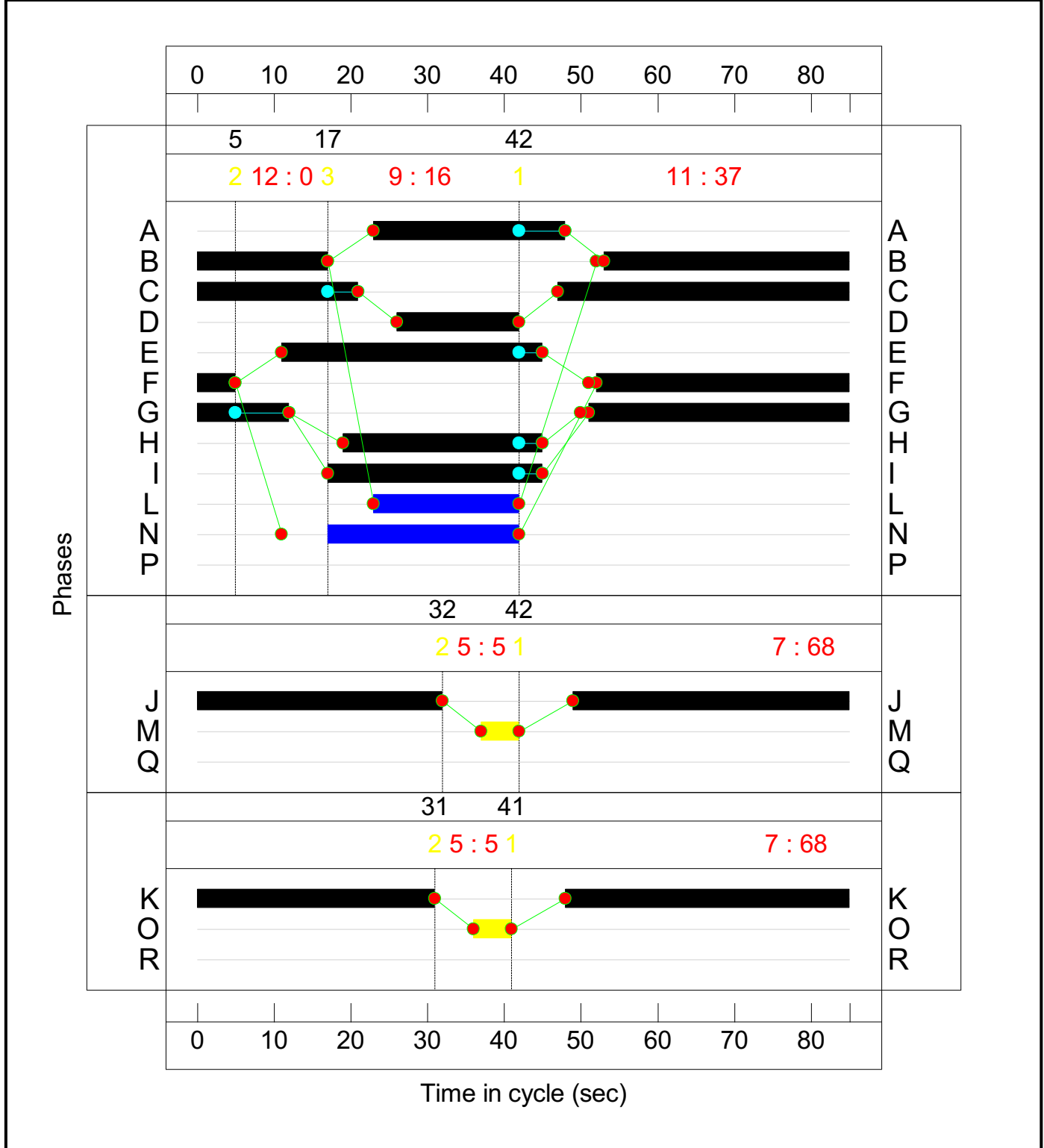
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	41	31

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	23	48
B	A52 West Right Ahead Left	Traffic	1	49	53	17
C	N Circ Right Ahead	Traffic	1	59	47	21
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	26	42
E	E Circ Right Ahead	Traffic	1	34	11	45
F	A52 East Ahead Left	Traffic	1	38	52	5
G	S Circ Right Ahead Left (25)	Traffic	1	46	51	12
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	19	45
I	Cut Thru Ahead (29)	Traffic	1	28	17	45
J	A52 West Exit Peds	Traffic	2	68	49	32
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	19	23	42
M	Pedestrians across	Pedestrian	2	5	37	42
N	Pedestrians across	Pedestrian	1	25	17	42
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

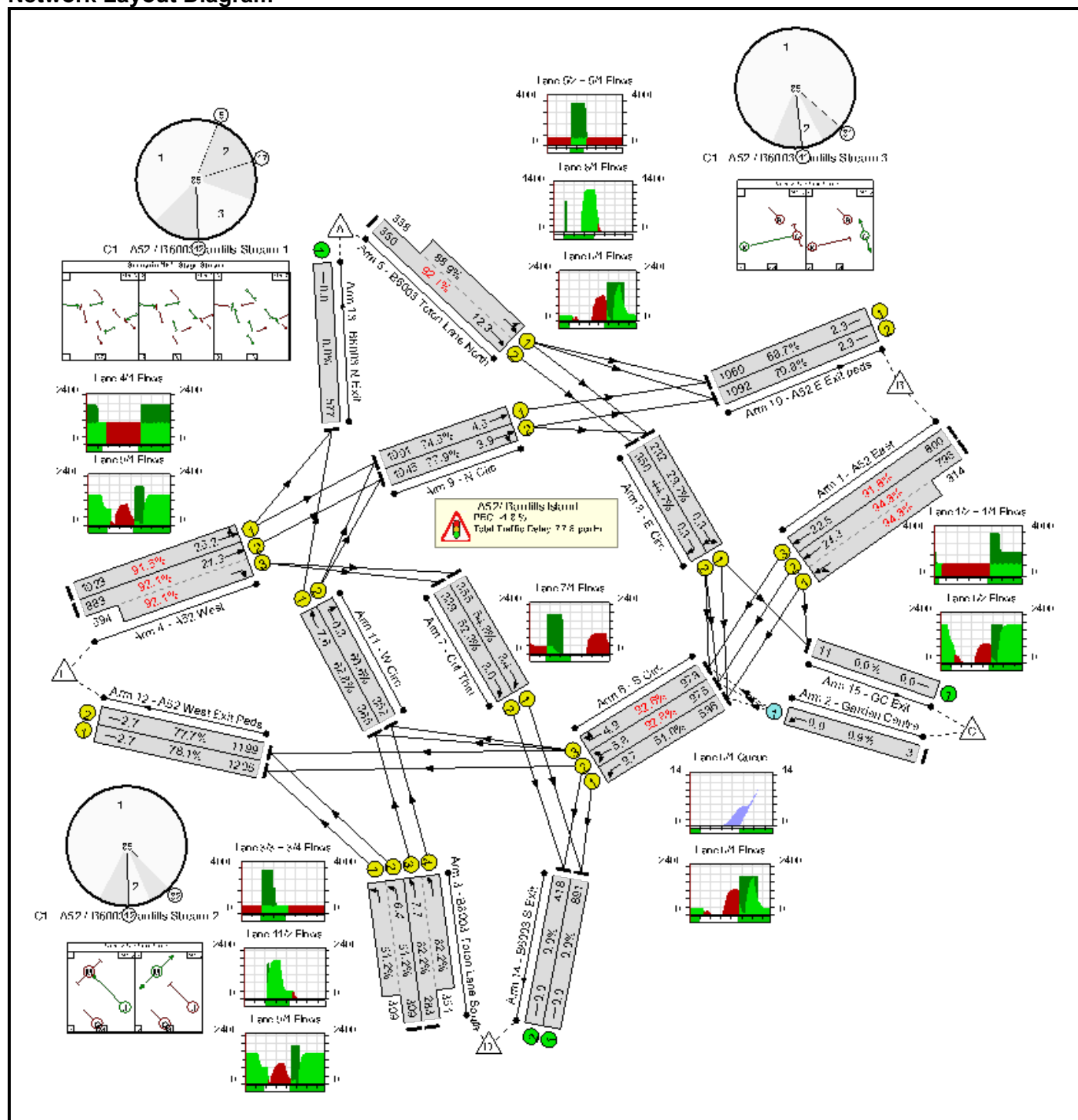
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	52	5
1/2	A52 East Ahead	U	F	52	5
1/3	A52 East Ahead	U	F	52	5
3/1	B6003 Toton Lane South Left	U	H	19	45
3/2	B6003 Toton Lane South Left	U	H	19	45
3/3	B6003 Toton Lane South Ahead	U	H	19	45
3/4	B6003 Toton Lane South Ahead	U	H	19	45
4/1	A52 West Ahead Left	U	B	53	17
4/2	A52 West Ahead	U	B	53	17
4/3	A52 West Right	U	B	53	17
5/1	B6003 Toton Lane North Ahead Left	U	D	26	42
5/2	B6003 Toton Lane North Ahead	U	D	26	42
6/1	S Circ Left	U	G	51	12
6/2	S Circ Ahead Left	U	G	51	12
6/3	S Circ Right Ahead	U	G	51	12
7/1	Cut Thru Ahead	U	I	17	45
7/2	Cut Thru Ahead	U	I	17	45
8/1	E Circ Right Ahead	U	E	11	45
8/2	E Circ Right	U	E	11	45
9/1	N Circ Ahead	U	C	47	21
9/2	N Circ Right Ahead	U	C	47	21
10/1	A52 E Exit peds	U	K	48	31
10/2	A52 E Exit peds	U	K	48	31
11/1	W Circ Ahead	U	A	23	48
11/2	W Circ Right	U	A	23	48
12/1	A52 West Exit Peds	U	J	49	32
12/2	A52 West Exit Peds	U	J	49	32

Network Layout Diagram



Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	94.3%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	94.3%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	38	-	-	1110	1900:1900	844+333	94.3 : 94.3%
1/3	A52 East Ahead	U	1	N/A	F		1	38	-	-	800	1900	872	91.8%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	618	1900:1900	604+604	51.2 : 51.2%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	634	1900:1900	455+565	62.2 : 62.2%
4/1	A52 West Ahead Left	U	1	N/A	B		1	49	-	-	1023	1900	1118	91.5%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	49	-	-	1577	1900:1900	959+754	92.1 : 92.1%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	688	1900:1900	380+380	92.1 : 88.9%
6/1	S Circ Left	U	1	N/A	G		1	46	-	-	536	1900	1051	51.0%
6/2	S Circ Ahead Left	U	1	N/A	G		1	46	-	-	975	1900	1051	92.8%
6/3	S Circ Right Ahead	U	1	N/A	G		1	46	-	-	973	1900	1051	92.6%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	355	1900	648	54.8%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	339	1900	648	52.3%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	232	1900	782	29.7%

Detailed Input Data And Results

8/2	E Circ Right	U	1	N/A	E		1	34	-	-	350	1900	782	44.7%
9/1	N Circ Ahead	U	1	N/A	C		1	59	-	-	1001	1900	1341	74.6%
9/2	N Circ Right Ahead	U	1	N/A	C		1	59	-	-	1045	1900	1341	77.9%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1060	1900	1542	68.7%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1092	1900	1542	70.8%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	365	1900	581	62.8%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	352	1900	581	60.6%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1205	1900	1542	78.1%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1199	1900	1542	77.7%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	577	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	891	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	418	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

Detailed Input Data And Results

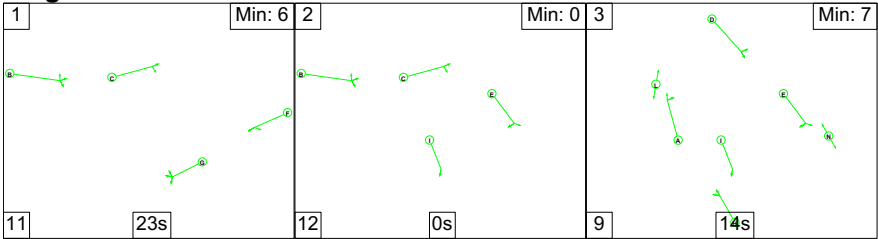
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	-	-	1	2	0	47.6	30.0	0.0	77.6	-	-	-	-	
A52/ Bardills Island	-	-	1	2	0	47.6	30.0	0.0	77.6	-	-	-	-	
1/2+1/1	1110	1110	-	-	-	6.0	6.9	-	12.9	41.9	17.5	6.9	24.3	
1/3	800	800	-	-	-	4.8	4.9	-	9.7	43.6	17.6	4.9	22.5	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	16.5	0.0	0.0	0.0	
3/2+3/1	618	618	-	-	-	4.1	0.5	-	4.6	26.7	5.9	0.5	6.4	
3/3+3/4	634	634	-	-	-	4.2	0.8	-	5.0	28.5	6.9	0.8	7.7	
4/1	1023	1023	-	-	-	4.4	4.9	-	9.3	32.8	21.3	4.9	26.2	
4/2+4/3	1577	1577	-	-	-	5.5	5.4	-	10.9	24.8	15.9	5.4	21.3	
5/2+5/1	688	688	-	-	-	6.3	4.3	-	10.6	55.6	8.1	4.3	12.3	
6/1	536	536	-	-	-	0.9	0.0	-	0.9	6.2	9.7	0.0	9.7	
6/2	975	975	-	-	-	0.8	0.0	-	0.8	2.8	5.8	0.0	5.8	
6/3	973	973	-	-	-	0.7	0.0	-	0.7	2.7	4.9	0.0	4.9	
7/1	355	355	-	-	-	3.0	0.0	-	3.0	30.0	8.4	0.0	8.4	
7/2	339	339	-	-	-	2.9	0.0	-	2.9	31.0	8.0	0.0	8.0	
8/1	232	232	-	-	-	0.1	0.0	-	0.1	1.6	0.3	0.0	0.3	
8/2	350	350	-	-	-	0.2	0.0	-	0.2	1.5	0.3	0.0	0.3	
9/1	1001	1001	-	-	-	0.8	0.0	-	0.8	3.0	4.6	0.0	4.6	
9/2	1045	1045	-	-	-	0.7	0.0	-	0.7	2.4	3.9	0.0	3.9	
10/1	1060	1060	-	-	-	0.1	1.1	-	1.2	4.2	1.2	1.1	2.3	
10/2	1092	1092	-	-	-	0.1	1.2	-	1.3	4.4	1.1	1.2	2.3	
11/1	365	365	-	-	-	0.9	0.0	-	0.9	8.9	7.6	0.0	7.6	

Detailed Input Data And Results

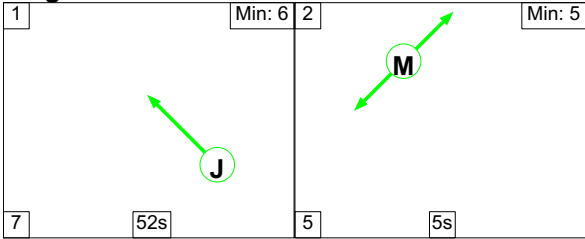
11/2	352	352	-	-	-	0.2	0.0	-	0.2	1.7	0.3	0.0	0.3
12/1	1205	1205	-	-	-	0.4	0.0	-	0.4	1.2	2.7	0.0	2.7
12/2	1199	1199	-	-	-	0.4	0.0	-	0.4	1.2	2.7	0.0	2.7
13/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A52 / B6003 Bardills Stream: 1 PRC for Signalled Lanes (%) C1 - A52 / B6003 Bardills Stream: 2 PRC for Signalled Lanes (%) C1 - A52 / B6003 Bardills Stream: 3 PRC for Signalled Lanes (%) PRC Over All Lanes (%) -4.8 15.2 27.1 -4.8 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 74.18 0.81 2.58 77.58 Cycle Time (s): Cycle Time (s): Cycle Time (s): 85 85 85													

Stage Sequence Diagram

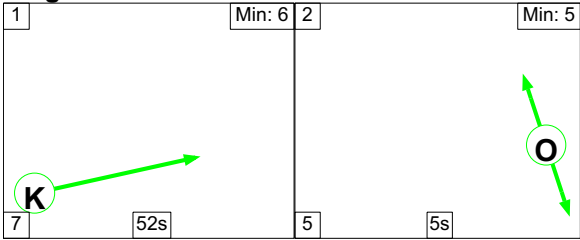
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	23	0	14
Change Point	48	13	25

Stage Stream: 2

Stage	1	2
Duration	52	5
Change Point	48	38

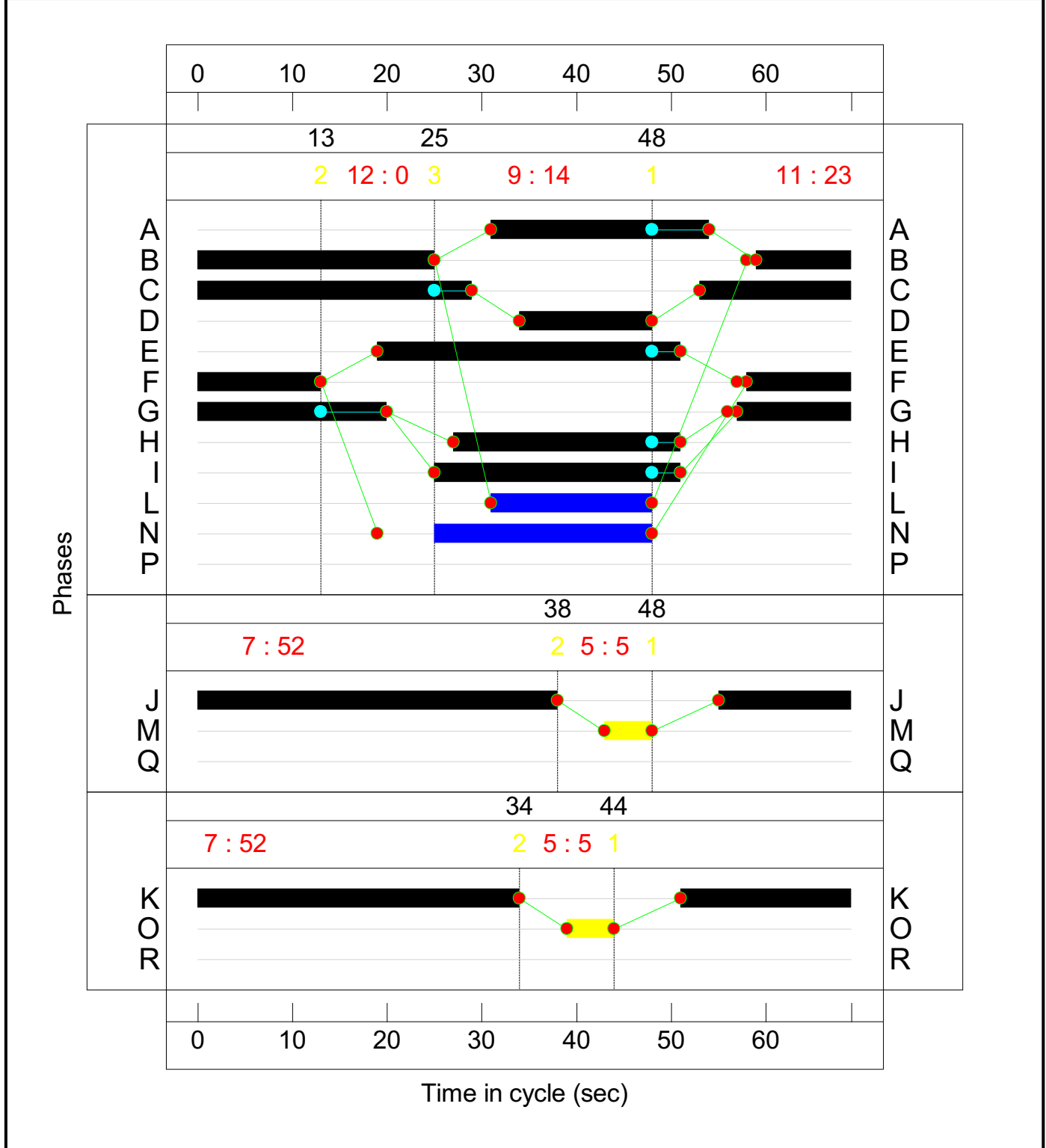
Stage Stream: 3

Stage	1	2
Duration	52	5
Change Point	44	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	23	31	54
B	A52 West Right Ahead Left	Traffic	1	35	59	25
C	N Circ Right Ahead	Traffic	1	45	53	29
D	B6003 Toton Lane North Ahead Left	Traffic	1	14	34	48
E	E Circ Right Ahead	Traffic	1	32	19	51
F	A52 East Ahead Left	Traffic	1	24	58	13
G	S Circ Right Ahead Left (25)	Traffic	1	32	57	20
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	24	27	51
I	Cut Thru Ahead (29)	Traffic	1	26	25	51
J	A52 West Exit Peds	Traffic	2	52	55	38
K	A52 E Exit peds	Traffic	3	52	51	34
L	Pedestrians across	Pedestrian	1	17	31	48
M	Pedestrians across	Pedestrian	2	5	43	48
N	Pedestrians across	Pedestrian	1	23	25	48
O	Pedestrians across	Pedestrian	3	5	39	44
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

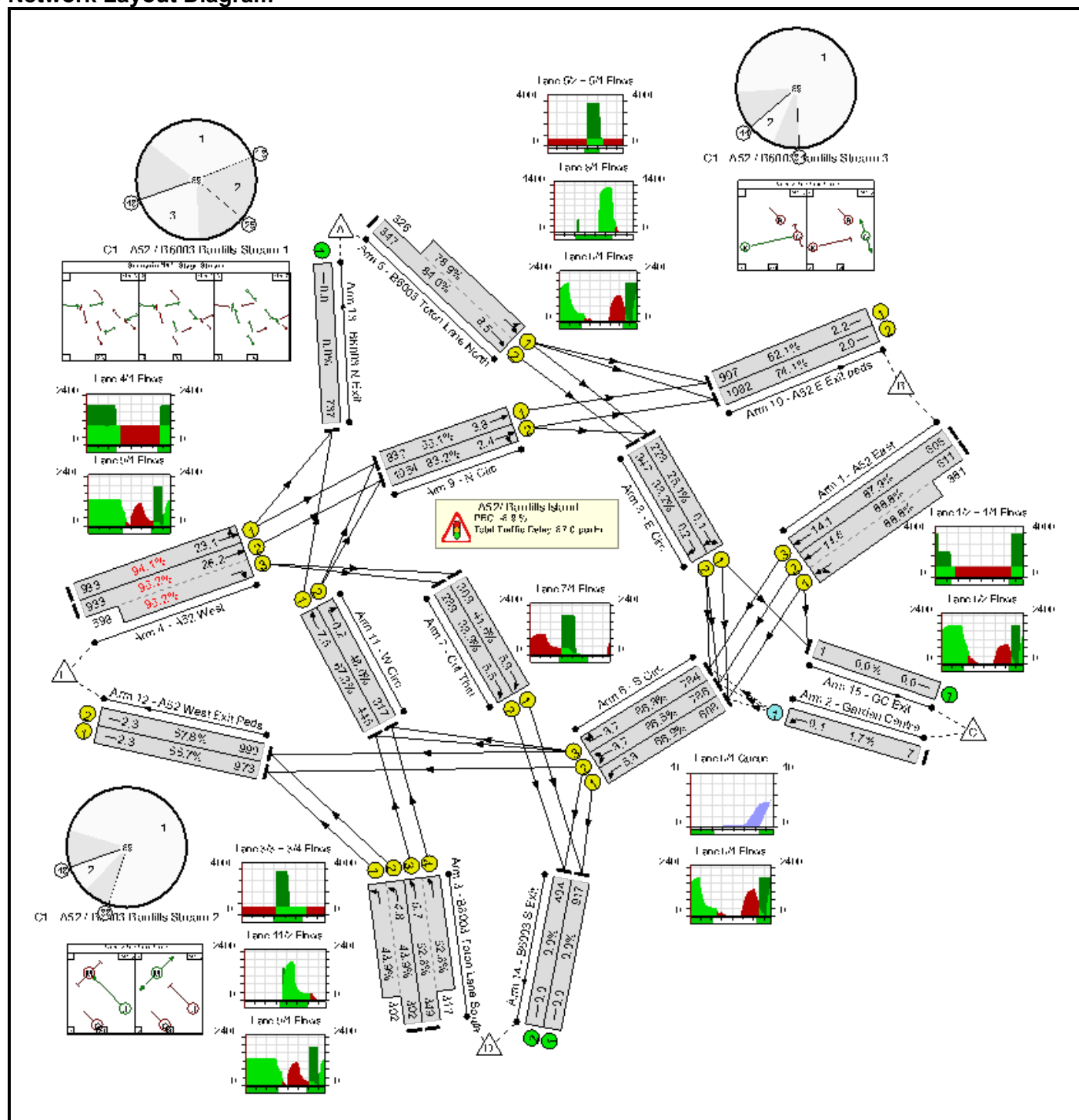
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	58	13
1/2	A52 East Ahead	U	F	58	13
1/3	A52 East Ahead	U	F	58	13
3/1	B6003 Toton Lane South Left	U	H	27	51
3/2	B6003 Toton Lane South Left	U	H	27	51
3/3	B6003 Toton Lane South Ahead	U	H	27	51
3/4	B6003 Toton Lane South Ahead	U	H	27	51
4/1	A52 West Ahead Left	U	B	59	25
4/2	A52 West Ahead	U	B	59	25
4/3	A52 West Right	U	B	59	25
5/1	B6003 Toton Lane North Ahead Left	U	D	34	48
5/2	B6003 Toton Lane North Ahead	U	D	34	48
6/1	S Circ Left	U	G	57	20
6/2	S Circ Ahead Left	U	G	57	20
6/3	S Circ Right Ahead	U	G	57	20
7/1	Cut Thru Ahead	U	I	25	51
7/2	Cut Thru Ahead	U	I	25	51
8/1	E Circ Right Ahead	U	E	19	51
8/2	E Circ Right	U	E	19	51
9/1	N Circ Ahead	U	C	53	29
9/2	N Circ Right Ahead	U	C	53	29
10/1	A52 E Exit peds	U	K	51	34
10/2	A52 E Exit peds	U	K	51	34
11/1	W Circ Ahead	U	A	31	54
11/2	W Circ Right	U	A	31	54
12/1	A52 West Exit Peds	U	J	55	38
12/2	A52 West Exit Peds	U	J	55	38

Network Layout Diagram



Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	96.2%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	96.2%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	24	-	-	992	1900:1900	688+429	88.8 : 88.8%
1/3	A52 East Ahead	U	1	N/A	F		1	24	-	-	605	1900	688	87.9%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	407	1.7%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	24	-	-	604	1900:1900	688+688	43.9 : 43.9%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	24	-	-	666	1900:1900	664+603	52.6 : 52.6%
4/1	A52 West Ahead Left	U	1	N/A	B		1	35	-	-	933	1900	991	94.1%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	35	-	-	1531	1900:1900	970+622	96.2 : 96.2%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	14	-	-	673	1900:1900	413+413	84.0 : 78.9%
6/1	S Circ Left	U	1	N/A	G		1	32	-	-	608	1900	909	66.9%
6/2	S Circ Ahead Left	U	1	N/A	G		1	32	-	-	786	1900	909	86.5%
6/3	S Circ Right Ahead	U	1	N/A	G		1	32	-	-	784	1900	909	86.3%
7/1	Cut Thru Ahead	U	1	N/A	I		1	26	-	-	309	1900	743	41.6%
7/2	Cut Thru Ahead	U	1	N/A	I		1	26	-	-	289	1900	743	38.9%
8/1	E Circ Right Ahead	U	1	N/A	E		1	32	-	-	228	1900	909	25.1%

Detailed Input Data And Results

8/2	E Circ Right	U	1	N/A	E		1	32	-	-	347	1900	909	38.2%
9/1	N Circ Ahead	U	1	N/A	C		1	45	-	-	837	1900	1267	66.1%
9/2	N Circ Right Ahead	U	1	N/A	C		1	45	-	-	1054	1900	1267	83.2%
10/1	A52 E Exit peds	U	3	N/A	K		1	52	-	-	907	1900	1459	62.1%
10/2	A52 E Exit peds	U	3	N/A	K		1	52	-	-	1082	1900	1459	74.1%
11/1	W Circ Ahead	U	1	N/A	A		1	23	-	-	445	1900	661	67.3%
11/2	W Circ Right	U	1	N/A	A		1	23	-	-	317	1900	661	48.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	52	-	-	973	1900	1459	66.7%
12/2	A52 West Exit Peds	U	2	N/A	J		1	52	-	-	990	1900	1459	67.8%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	737	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	917	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	404	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	-	-	3	4	0	38.4	28.5	0.0	67.0	-	-	-	-	
A52/ Bardills Island	-	-	3	4	0	38.4	28.5	0.0	67.0	-	-	-	-	
1/2+1/1	992	992	-	-	-	5.4	3.7	-	9.1	33.0	10.9	3.7	14.6	
1/3	605	605	-	-	-	3.5	3.4	-	6.8	40.6	10.8	3.4	14.1	
2/1	7	7	3	4	0	0.0	0.0	-	0.0	10.7	0.0	0.0	0.1	
3/2+3/1	604	604	-	-	-	2.8	0.4	-	3.2	19.0	4.4	0.4	4.8	
3/3+3/4	666	666	-	-	-	3.1	0.6	-	3.7	20.0	5.1	0.6	5.7	
4/1	933	933	-	-	-	4.0	6.5	-	10.6	40.7	16.6	6.5	23.1	
4/2+4/3	1531	1531	-	-	-	5.9	9.6	-	15.5	36.4	16.6	9.6	26.2	
5/2+5/1	673	673	-	-	-	4.8	2.1	-	6.9	37.1	6.4	2.1	8.5	
6/1	608	608	-	-	-	0.8	0.0	-	0.8	4.7	5.3	0.0	5.3	
6/2	786	786	-	-	-	0.7	0.0	-	0.7	3.1	3.7	0.0	3.7	
6/3	784	784	-	-	-	0.7	0.0	-	0.7	3.2	3.7	0.0	3.7	
7/1	309	309	-	-	-	1.7	0.0	-	1.7	19.5	5.9	0.0	5.9	
7/2	289	289	-	-	-	1.6	0.0	-	1.6	20.5	5.5	0.0	5.5	
8/1	228	228	-	-	-	0.1	0.0	-	0.1	0.9	0.1	0.0	0.1	
8/2	347	347	-	-	-	0.1	0.0	-	0.1	0.9	0.2	0.0	0.2	
9/1	837	837	-	-	-	0.8	0.0	-	0.8	3.4	3.8	0.0	3.8	
9/2	1054	1054	-	-	-	0.5	0.0	-	0.5	1.6	2.4	0.0	2.4	
10/1	907	907	-	-	-	0.2	0.8	-	1.0	3.9	1.4	0.8	2.2	
10/2	1082	1082	-	-	-	0.1	1.4	-	1.5	5.0	0.6	1.4	2.0	
11/1	445	445	-	-	-	0.9	0.0	-	0.9	7.1	7.5	0.0	7.5	

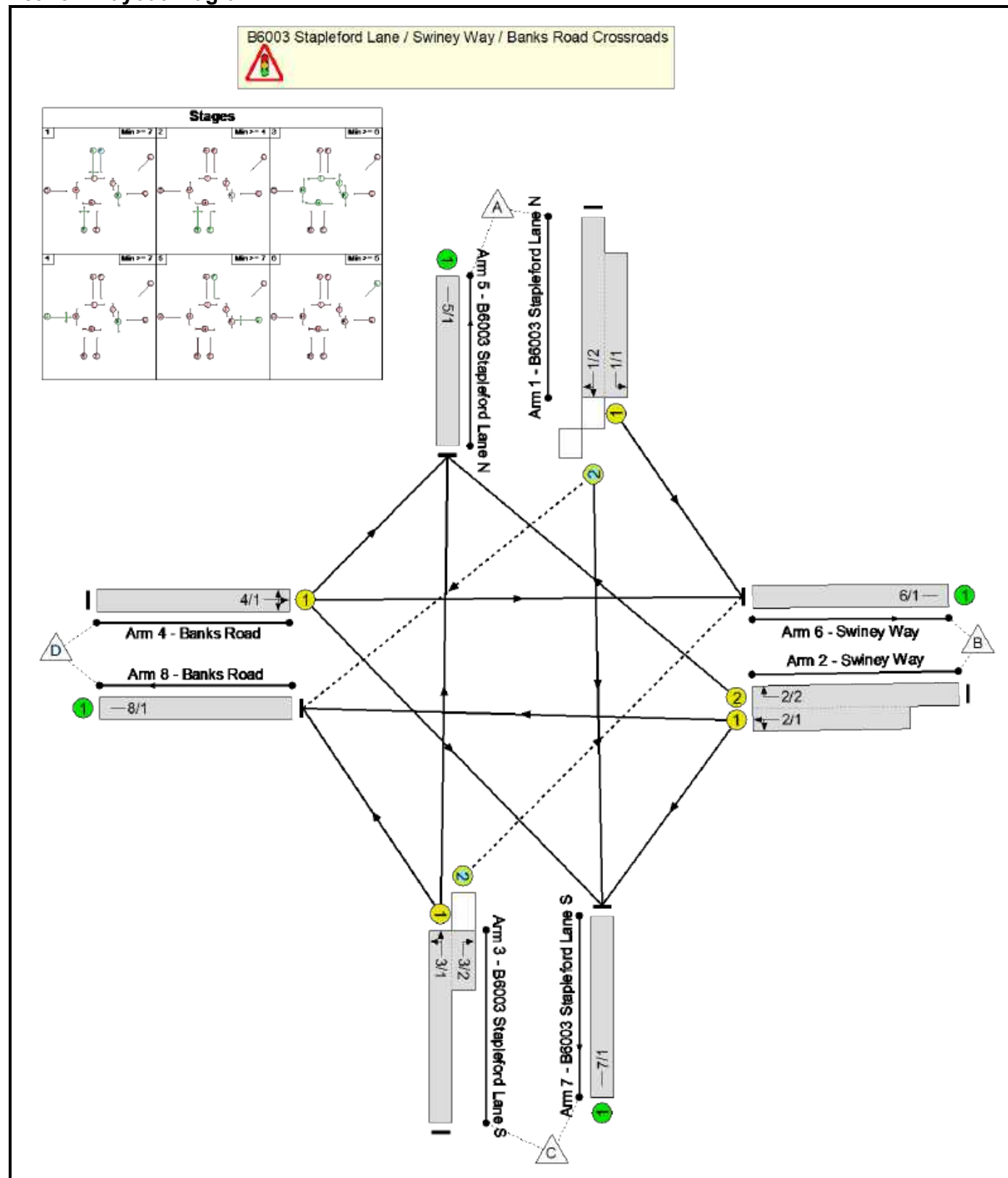
Detailed Input Data And Results

11/2	317	317	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
12/1	973	973	-	-	-	0.4	0.0	-	0.4	1.4	2.3	0.0	2.3	
12/2	990	990	-	-	-	0.4	0.0	-	0.4	1.4	2.3	0.0	2.3	
13/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - A52 / B6003 Bardills C1 - A52 / B6003 Bardills C1 - A52 / B6003 Bardills Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 3 PRC for Signalled Lanes (%) PRC Over All Lanes (%) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay Over All Lanes(pcuHr) Cycle Time (s): 69 Cycle Time (s): 69 Cycle Time (s): 69														

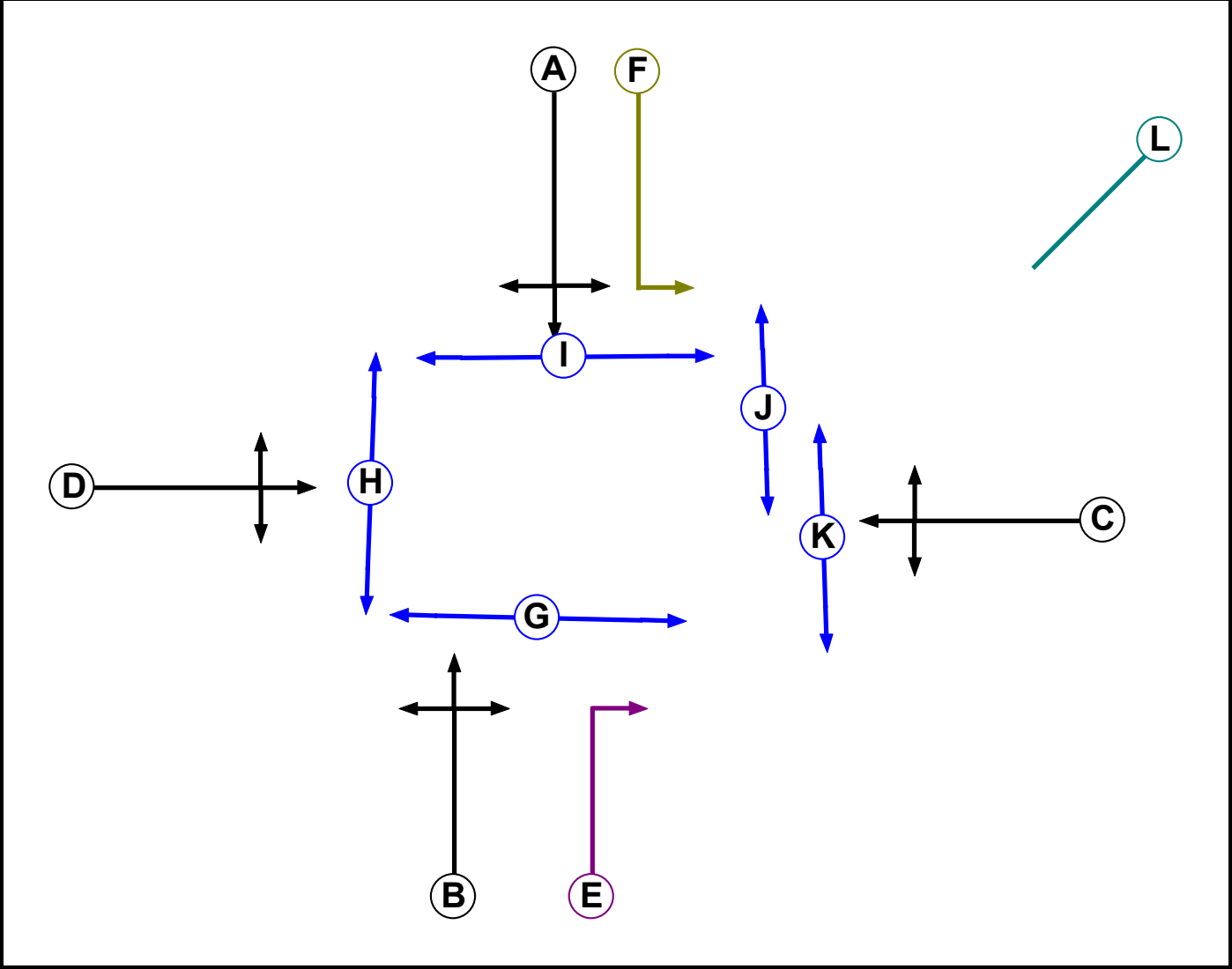
Full Input Data And Results**User and Project Details**

Project:	Toton West
Title:	B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
Location:	
Client:	Bloor Homes Ltd
Date Started:	23.10.25
Checked By:	RM / PM
Additional detail:	
File name:	LINSIG~1.LSG
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Ind. Arrow	B	4	4
F	Filter	A	4	0
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Pedestrian		6	6
K	Pedestrian		6	6
L	Dummy		5	5

Full Input Data And Results

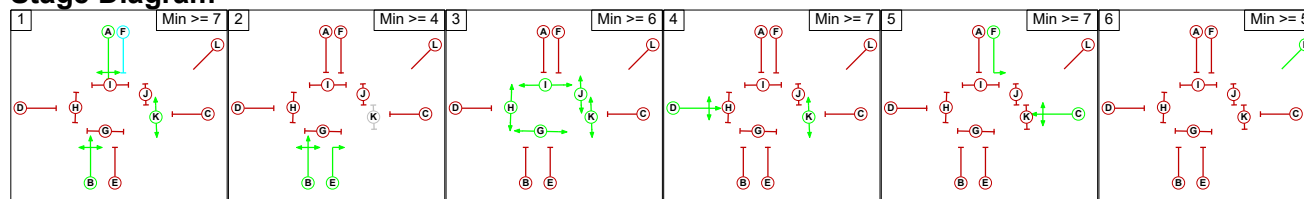
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

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

Full Input Data And Results

Give-Way Lane Input Data

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (B6003 Stapleford Lane N)	8/1 (Right)	1439	0	3/1	1.09	All	4.00	2.00	0.50	4	4.00
3/2 (B6003 Stapleford Lane S)	6/1 (Right)	1439	0	1/1	1.09	All	2.50	-	0.50	3	2.50
				1/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B6003 Stapleford Lane N)	U	A F	2	3	26.0	Geom	-	3.00	0.00	Y	Arm 6 Left	9.00
1/2 (B6003 Stapleford Lane N)	O	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm 7 Ahead	Inf
											Arm 8 Right	15.00
2/1 (Swiney Way)	U	C	2	3	10.4	Geom	-	3.25	0.00	Y	Arm 7 Left	9.00
											Arm 8 Ahead	Inf
2/2 (Swiney Way)	U	C	2	3	8.7	Geom	-	3.25	0.00	N	Arm 5 Right	20.00
3/1 (B6003 Stapleford Lane S)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	12.00
3/2 (B6003 Stapleford Lane S)	O	B E	2	3	4.0	Geom	-	3.00	0.00	N	Arm 6 Right	15.00
											Arm 5 Left	12.00
4/1 (Banks Road)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Right	15.00
5/1 (B6003 Stapleford Lane N)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Swiney Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (B6003 Stapleford Lane S)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Banks Road)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base AM'	08:00	09:00	01:00	
2: '2025 Base PM'	17:00	18:00	01:00	
3: '2028 Base AM'	08:00	09:00	01:00	
4: '2028 Base PM'	17:00	18:00	01:00	
5: '2028 Base + Development AM'	08:00	09:00	01:00	
6: '2028 Base + Development PM'	17:00	18:00	01:00	
7: '2041 Base AM'	08:00	09:00	01:00	
8: '2041 Base PM'	17:00	18:00	01:00	
9: '2041 Base + Development AM'	08:00	09:00	01:00	
10: '2041 Base + Development PM'	17:00	18:00	01:00	
11: '2028 Base + Sensitivity AM'	08:00	09:00	01:00	
12: '2028 Base + Sensitivity PM'	17:00	18:00	01:00	
13: '2041 Base + Sensitivity AM'	08:00	09:00	01:00	
14: '2041 Base + Sensitivity PM'	17:00	18:00	01:00	
15: '2028 Base + Sensitivity + Development AM'	08:00	09:00	01:00	
16: '2028 Base + Sensitivity + Development PM'	17:00	18:00	01:00	
17: '2041 Base + Sensitivity + Development AM'	08:00	09:00	01:00	
18: '2041 Base + Sensitivity + Development PM'	17:00	18:00	01:00	

Scenario 1: '2028 Base + Development AM' (FG5: '2028 Base + Development AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	681	291	18	990
	B	407	0	52	66	525
	C	391	57	0	59	507
	D	54	179	79	0	312
	Tot.	852	917	422	143	2334

Traffic Lane Flows

Lane	Scenario 1: 2028 Base + Development AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	681
1/2 (with short)	990(In) 309(Out)
2/1 (short)	118
2/2 (with short)	525(In) 407(Out)
3/1 (with short)	507(In) 450(Out)
3/2 (short)	57
4/1	312
5/1	852
6/1	917
7/1	422
8/1	143

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.2 %	2043	2043
				Arm 8 Right	15.00	5.8 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	44.1 %	1807	1807
				Arm 8 Ahead	Inf	55.9 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.9 %	1884	1884
				Arm 8 Left	12.00	13.1 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2028 Base + Development PM' (FG6: '2028 Base + Development PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	491	399	23	913
	B	484	0	79	126	689
	C	362	45	0	81	488
	D	46	112	73	0	231
	Tot.	892	648	551	230	2321

Traffic Lane Flows

Lane	Scenario 2: 2028 Base + Development PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	491
1/2 (with short)	913(In) 422(Out)
2/1 (short)	205
2/2 (with short)	689(In) 484(Out)
3/1 (with short)	488(In) 443(Out)
3/2 (short)	45
4/1	231
5/1	892
6/1	648
7/1	551
8/1	230

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.5 %	1823	1823
				Arm 8 Ahead	Inf	61.5 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.7 %	1872	1872
				Arm 8 Left	12.00	18.3 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.5 %		
				Arm 7 Right	15.00	31.6 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2041 Base + Development AM' (FG9: '2041 Base + Development AM', Plan 1: 'Peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	734	312	19	1065
	B	439	0	56	72	567
	C	422	62	0	64	548
	D	58	193	85	0	336
	Tot.	919	989	453	155	2516

Traffic Lane Flows

Lane	Scenario 3: 2041 Base + Development AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	734
1/2 (with short)	1065(In) 331(Out)
2/1 (short)	128
2/2 (with short)	567(In) 439(Out)
3/1 (with short)	548(In) 486(Out)
3/2 (short)	62
4/1	336
5/1	919
6/1	989
7/1	453
8/1	155

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.3 %	2043	2043
				Arm 8 Right	15.00	5.7 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	43.8 %	1808	1808
				Arm 8 Ahead	Inf	56.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.8 %	1884	1884
				Arm 8 Left	12.00	13.2 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2041 Base + Development PM' (FG10: '2041 Base + Development PM', Plan 1: 'Peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	532	433	25	990
	B	524	0	86	136	746
	C	391	49	0	88	528
	D	50	122	79	0	251
	Tot.	965	703	598	249	2515

Traffic Lane Flows

Lane	Scenario 4: 2041 Base + Development PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	532
1/2 (with short)	990(In) 458(Out)
2/1 (short)	222
2/2 (with short)	746(In) 524(Out)
3/1 (with short)	528(In) 479(Out)
3/2 (short)	49
4/1	251
5/1	965
6/1	703
7/1	598
8/1	249

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.7 %	1822	1822
				Arm 8 Ahead	Inf	61.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.6 %	1872	1872
				Arm 8 Left	12.00	18.4 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.6 %		
				Arm 7 Right	15.00	31.5 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2041 Base + Sensitivity AM' (FG9: '2041 Base + Development AM', Plan 1: 'Peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	734	312	19	1065
	B	439	0	56	72	567
	C	422	62	0	64	548
	D	58	193	85	0	336
	Tot.	919	989	453	155	2516

Traffic Lane Flows

Lane	Scenario 5: 2041 Base + Sensitivity AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	734
1/2 (with short)	1065(In) 331(Out)
2/1 (short)	128
2/2 (with short)	567(In) 439(Out)
3/1 (with short)	548(In) 486(Out)
3/2 (short)	62
4/1	336
5/1	919
6/1	989
7/1	453
8/1	155

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.3 %	2043	2043
				Arm 8 Right	15.00	5.7 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	43.8 %	1808	1808
				Arm 8 Ahead	Inf	56.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.8 %	1884	1884
				Arm 8 Left	12.00	13.2 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2041 Base + Sensitivity PM' (FG10: '2041 Base + Development PM', Plan 1: 'Peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	532	433	25	990
	B	524	0	86	136	746
	C	391	49	0	88	528
	D	50	122	79	0	251
	Tot.	965	703	598	249	2515

Traffic Lane Flows

Lane	Scenario 6: 2041 Base + Sensitivity PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	532
1/2 (with short)	990(In) 458(Out)
2/1 (short)	222
2/2 (with short)	746(In) 524(Out)
3/1 (with short)	528(In) 479(Out)
3/2 (short)	49
4/1	251
5/1	965
6/1	703
7/1	598
8/1	249

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.7 %	1822	1822
				Arm 8 Ahead	Inf	61.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.6 %	1872	1872
				Arm 8 Left	12.00	18.4 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.6 %		
				Arm 7 Right	15.00	31.5 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2028 Base + Sensitivity + Development AM' (FG15: '2028 Base + Sensitivity + Development AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	701	304	18	1023
	B	411	0	52	66	529
	C	394	57	0	59	510
	D	54	179	79	0	312
	Tot.	859	937	435	143	2374

Traffic Lane Flows

Lane	Scenario 7: 2028 Base + Sensitivity + Development AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	701
1/2 (with short)	1023(In) 322(Out)
2/1 (short)	118
2/2 (with short)	529(In) 411(Out)
3/1 (with short)	510(In) 453(Out)
3/2 (short)	57
4/1	312
5/1	859
6/1	937
7/1	435
8/1	143

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.4 %	2044	2044
				Arm 8 Right	15.00	5.6 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	44.1 %	1807	1807
				Arm 8 Ahead	Inf	55.9 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	87.0 %	1884	1884
				Arm 8 Left	12.00	13.0 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2028 Base + Sensitivity + Development PM' (FG16: '2028 Base + Sensitivity + Development PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	497	403	23	923
	B	499	0	79	126	704
	C	372	45	0	81	498
	D	46	112	73	0	231
	Tot.	917	654	555	230	2356

Traffic Lane Flows

Lane	Scenario 8: 2028 Base + Sensitivity + Development PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	497
1/2 (with short)	923(In) 426(Out)
2/1 (short)	205
2/2 (with short)	704(In) 499(Out)
3/1 (with short)	498(In) 453(Out)
3/2 (short)	45
4/1	231
5/1	917
6/1	654
7/1	555
8/1	230

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.6 %	2044	2044
				Arm 8 Right	15.00	5.4 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.5 %	1823	1823
				Arm 8 Ahead	Inf	61.5 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	82.1 %	1873	1873
				Arm 8 Left	12.00	17.9 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.5 %		
				Arm 7 Right	15.00	31.6 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2041 Base + Sensitivity + Development AM' (FG17: '2041 Base + Sensitivity + Development AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	753	326	19	1098
	B	443	0	56	72	571
	C	425	62	0	64	551
	D	58	193	85	0	336
	Tot.	926	1008	467	155	2556

Traffic Lane Flows

Lane	Scenario 9: 2041 Base + Sensitivity + Development AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	753
1/2 (with short)	1098(In) 345(Out)
2/1 (short)	128
2/2 (with short)	571(In) 443(Out)
3/1 (with short)	551(In) 489(Out)
3/2 (short)	62
4/1	336
5/1	926
6/1	1008
7/1	467
8/1	155

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	43.8 %	1808	1808
				Arm 8 Ahead	Inf	56.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.9 %	1884	1884
				Arm 8 Left	12.00	13.1 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2041 Base + Sensitivity + Development PM' (FG18: '2041 Base + Sensitivity + Development PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	538	437	25	1000
	B	539	0	86	136	761
	C	401	49	0	88	538
	D	50	122	79	0	251
	Tot.	990	709	602	249	2550

Traffic Lane Flows

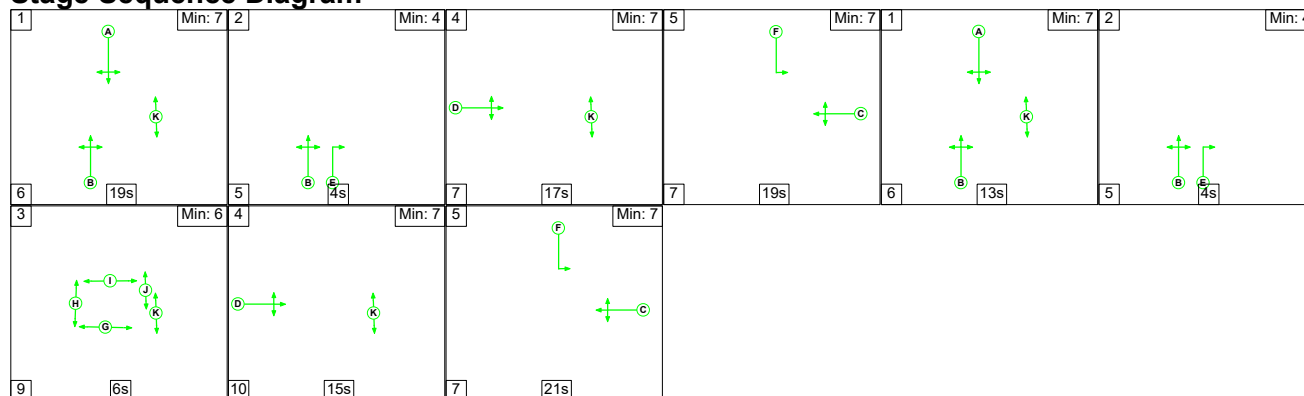
Lane	Scenario 10: 2041 Base + Sensitivity + Development PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	538
1/2 (with short)	1000(In) 462(Out)
2/1 (short)	222
2/2 (with short)	761(In) 539(Out)
3/1 (with short)	538(In) 489(Out)
3/2 (short)	49
4/1	251
5/1	990
6/1	709
7/1	602
8/1	249

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.6 %	2044	2044
				Arm 8 Right	15.00	5.4 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.7 %	1822	1822
				Arm 8 Ahead	Inf	61.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	82.0 %	1873	1873
				Arm 8 Left	12.00	18.0 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.6 %		
				Arm 7 Right	15.00	31.5 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2028 Base + Development AM' (FG5: '2028 Base + Development AM', Plan 1: 'Peds alt')

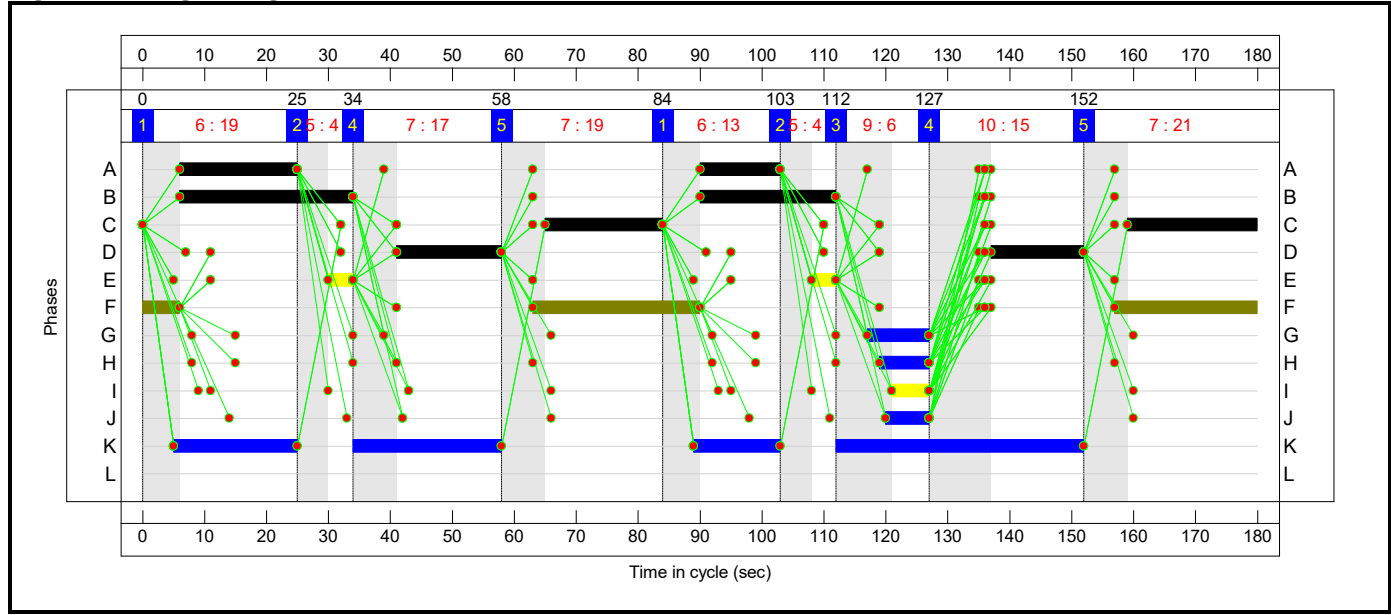
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	19	4	17	19	13	4	6	15	21
Change Point	0	25	34	58	84	103	112	127	152

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

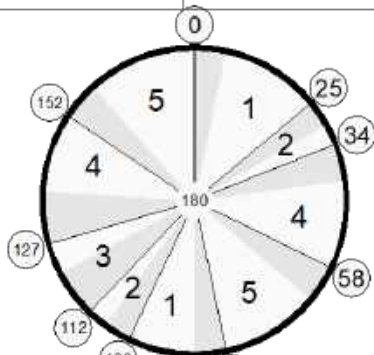
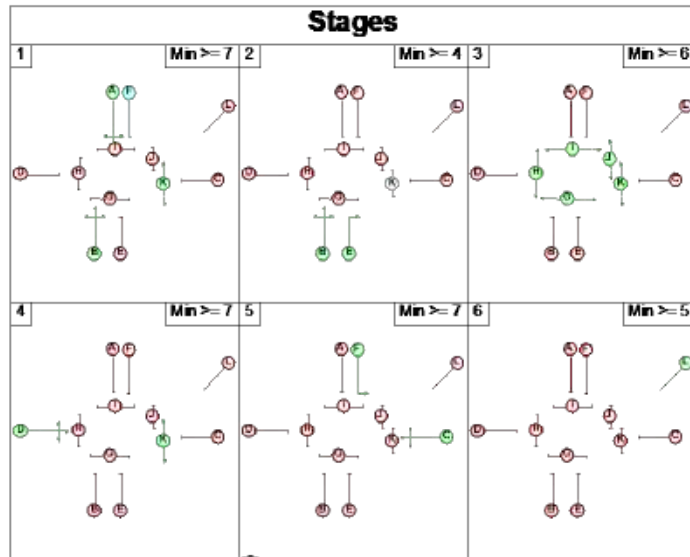
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



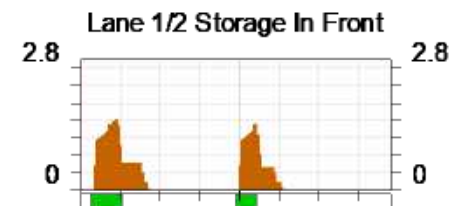
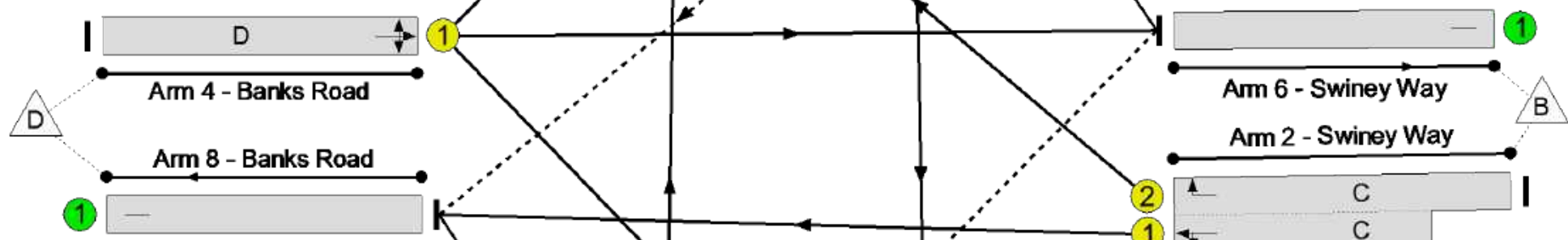
PRC: -2.0 %

Total Traffic Delay: 34.3 pcuHr

Stages



C1 - Stapleford Lane/ Swiney Way/ Banks Road



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: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	91.8%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	91.8%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	F	2	32:88	56	990	2043:1641	377+820	82.0 : 83.0%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	40	-	525	1935:1807	443+129	91.8 : 91.8%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	E	2	50	8	507	1884:1868	494+63	91.1 : 91.1%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	32	-	312	1829	345	90.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%

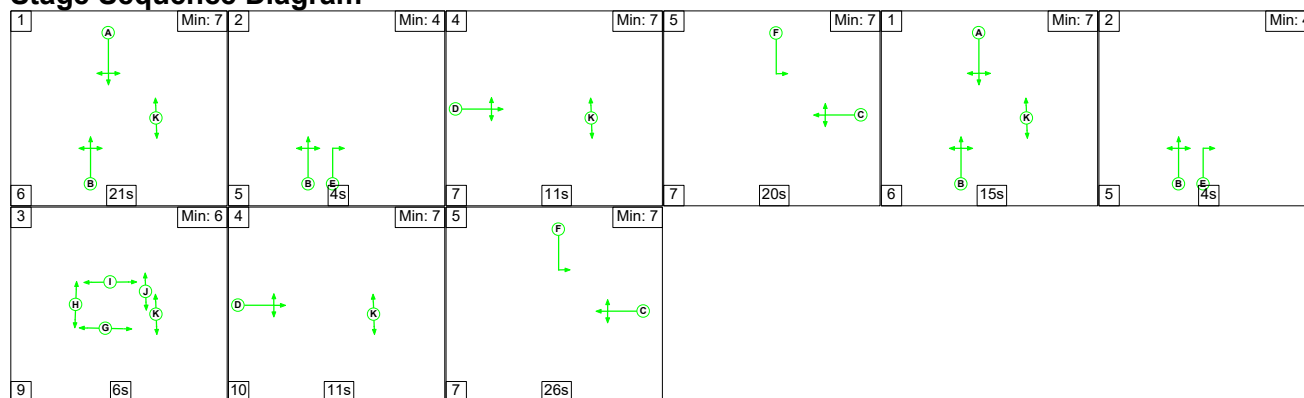
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	28	45	2	19.0	15.2	0.2	34.3	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	28	45	2	19.0	15.2	0.2	34.3	-	-	-	-
1/2+1/1	990	990	18	0	0	6.8	2.3	0.1	9.2	33.4	17.0	2.3	19.4
2/2+2/1	525	525	-	-	-	4.7	4.7	-	9.4	64.6	10.7	4.7	15.4
3/1+3/2	507	507	10	45	2	4.4	4.3	0.1	8.8	62.6	13.4	4.3	17.8
4/1	312	312	-	-	-	3.1	3.8	-	6.9	79.8	8.1	3.8	11.9
5/1	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-2.0	Total Delay for Signalled Lanes (pcuHr):		34.35	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-2.0	Total Delay Over All Lanes(pcuHr):		34.35					

Full Input Data And Results

Scenario 2: '2028 Base + Development PM' (FG6: '2028 Base + Development PM', Plan 1: 'Peds alt')

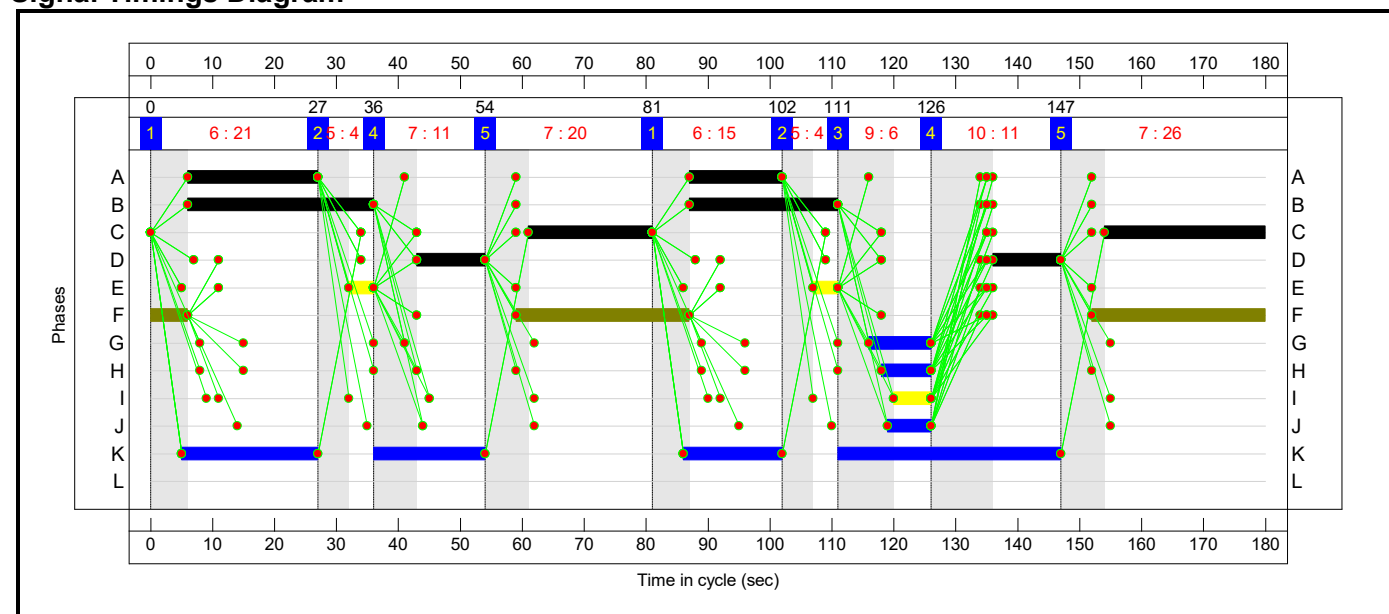
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	11	20	15	4	6	11	26
Change Point	0	27	36	54	81	102	111	126	147

Signal Timings Diagram



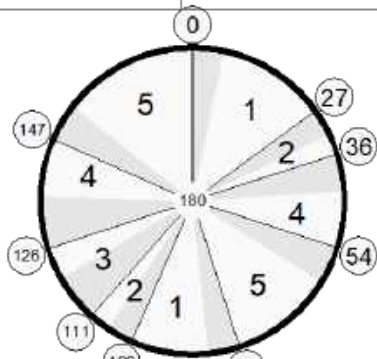
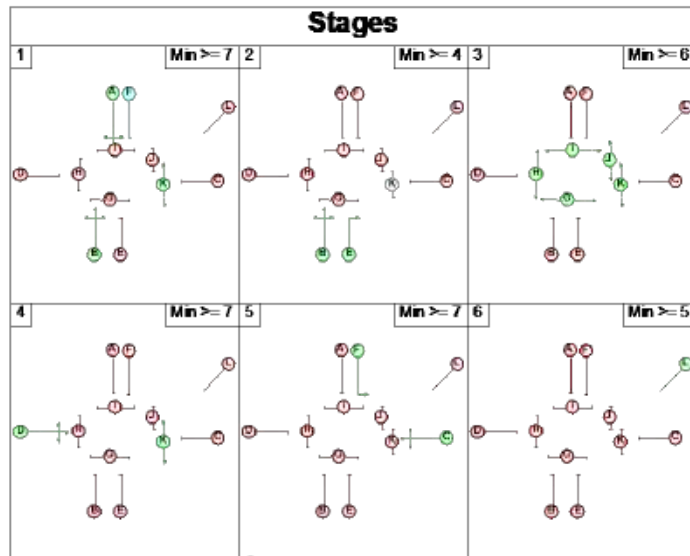
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



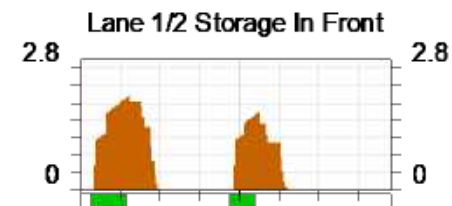
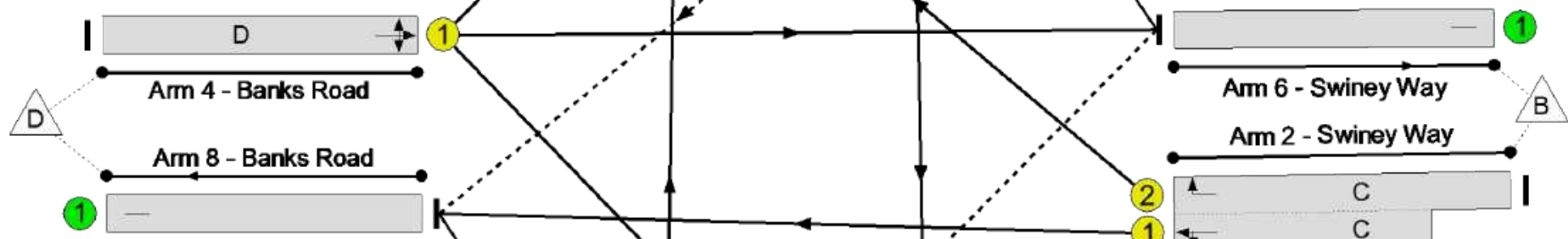
PRC: -10.8 %

Total Traffic Delay: 49.8 pcuHr

Stages



C1 - Stapleford Lane/ Swiney Way/ Banks Road



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: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	99.7%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	99.7%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	F	2	36:98	62	913	2044:1641	432+502	97.8 : 97.8%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	46	-	689	1935:1823	485+206	99.7 : 99.7%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	E	2	54	8	488	1872:1868	538+55	82.4 : 82.4%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	22	-	231	1813	242	95.6%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	892	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%

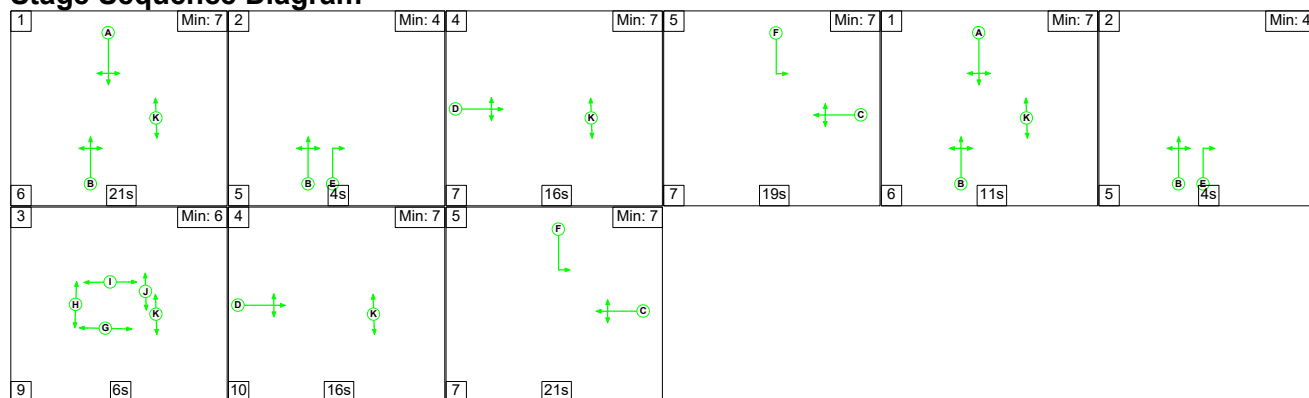
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	33	30	4	18.7	31.0	0.1	49.8	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	33	30	4	18.7	31.0	0.1	49.8	-	-	-	-
1/2+1/1	913	913	20	0	3	6.1	10.8	0.1	17.0	66.9	12.2	10.8	23.0
2/2+2/1	689	689	-	-	-	6.1	12.6	-	18.7	97.8	14.5	12.6	27.1
3/1+3/2	488	488	13	30	2	4.0	2.2	0.1	6.3	46.4	13.0	2.2	15.3
4/1	231	231	-	-	-	2.5	5.4	-	7.9	122.6	5.9	5.4	11.3
5/1	892	892	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-10.8	Total Delay for Signalled Lanes (pcuHr):		49.84	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-10.8	Total Delay Over All Lanes(pcuHr):		49.84					

Full Input Data And Results

Scenario 3: '2041 Base + Development AM' (FG9: '2041 Base + Development AM', Plan 1: 'Peds alt')

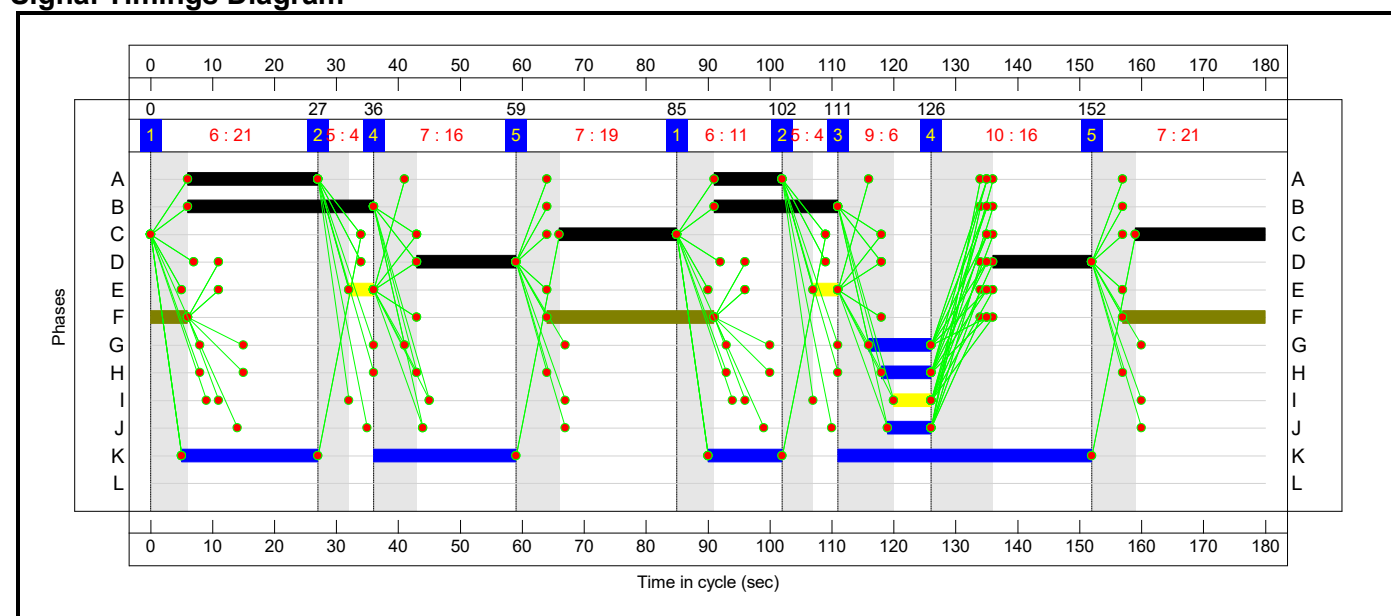
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	16	19	11	4	6	16	21
Change Point	0	27	36	59	85	102	111	126	152

Signal Timings Diagram



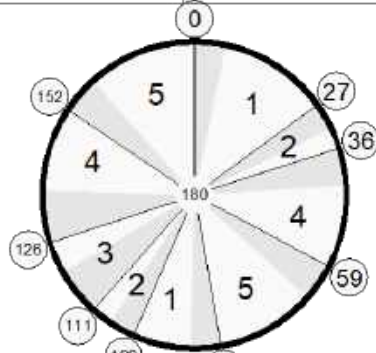
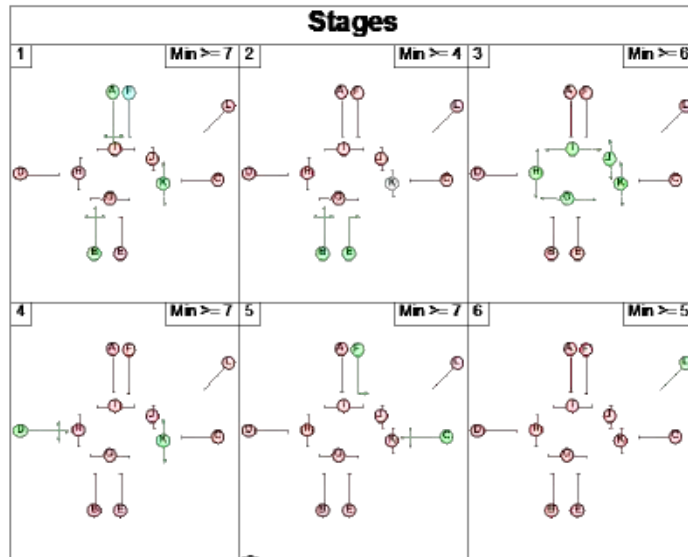
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



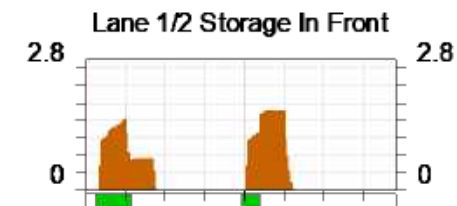
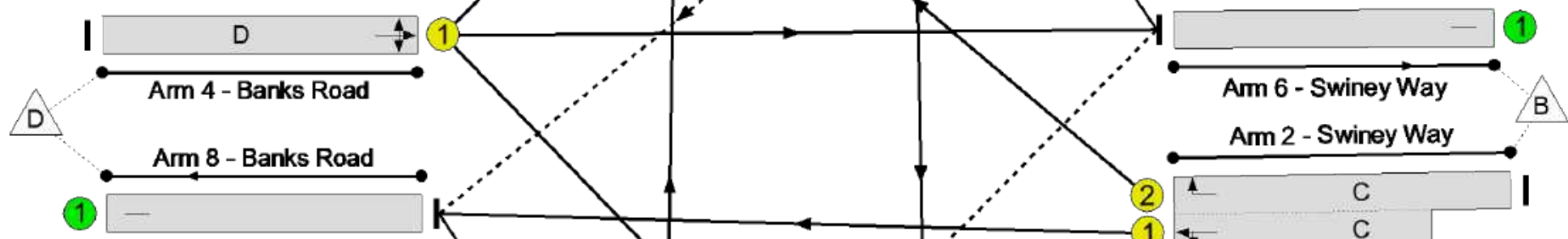
PRC: -10.0 %

Total Traffic Delay: 53.0 pcuHr

Stages



C1 - Stapleford Lane/ Swiney Way/ Banks Road



Full Input Data And Results

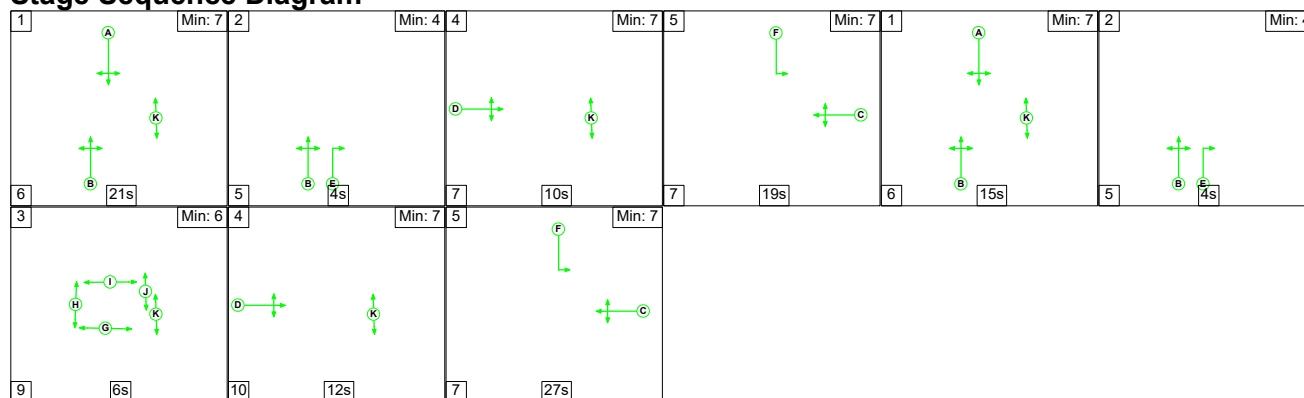
Network Results

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: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	99.0%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	99.0%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	F	2	32:88	56	1065	2043:1641	370+820	89.5 : 89.5%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	40	-	567	1935:1808	443+129	99.0 : 99.0%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	E	2	50	8	548	1884:1868	494+63	98.4 : 98.4%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	32	-	336	1829	345	97.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	919	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%

Full Input Data And Results

Scenario 4: '2041 Base + Development PM' (FG10: '2041 Base + Development PM', Plan 1: 'Peds alt')

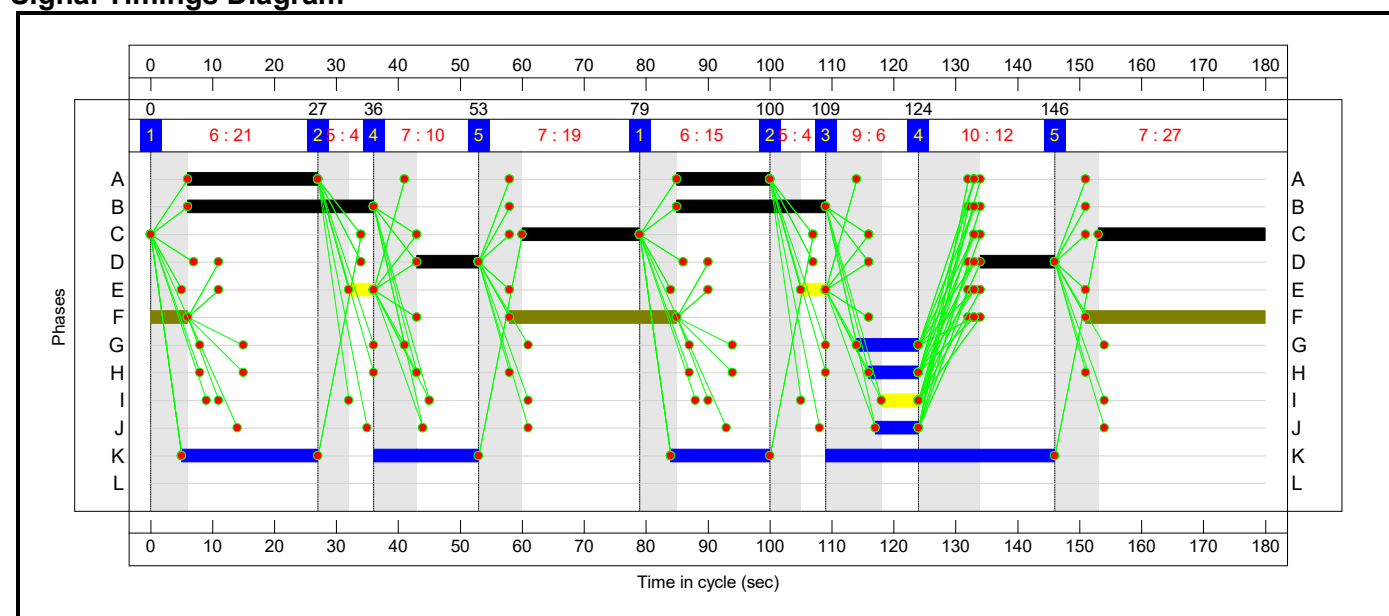
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	10	19	15	4	6	12	27
Change Point	0	27	36	53	79	100	109	124	146

Signal Timings Diagram



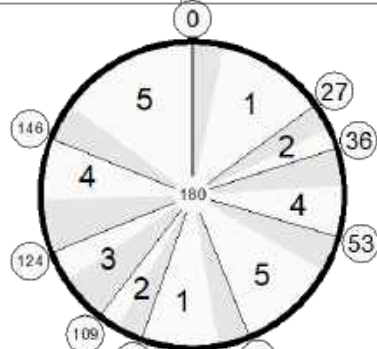
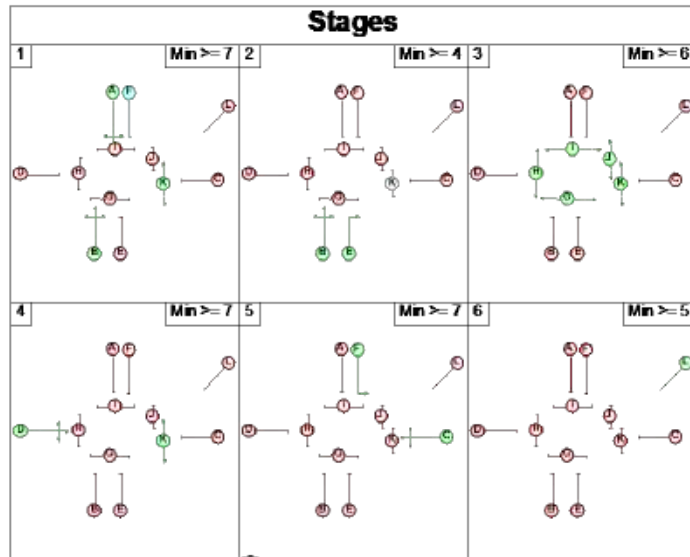
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



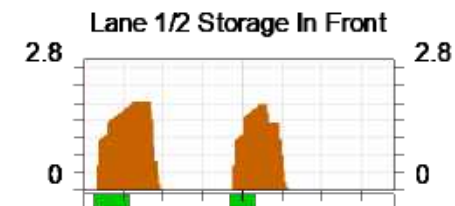
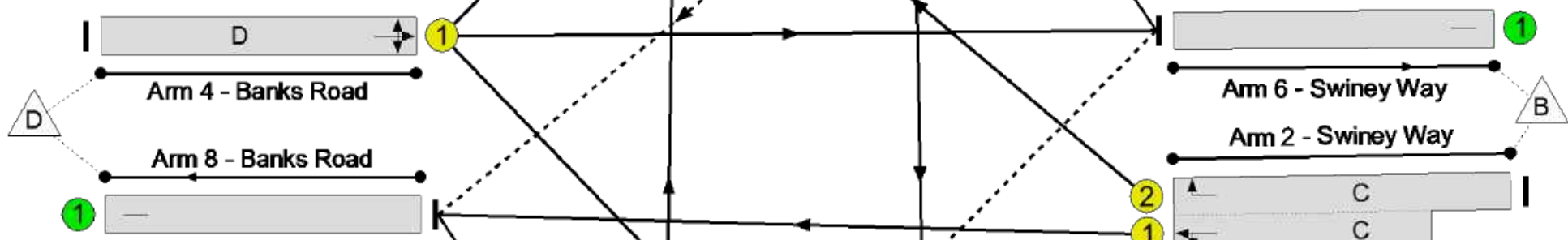
PRC: -19.9 %

Total Traffic Delay: 112.2 pcuHr

Stages



C1 - Stapleford Lane / Swiney Way / Banks Road



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: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	107.9%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	107.9%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	F	2	36:98	62	990	2044:1641	432+501	106.1 : 106.1%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	46	-	746	1935:1822	485+206	107.9 : 107.9%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	E	2	54	8	528	1872:1868	537+55	89.1 : 89.1%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	22	-	251	1813	242	103.8%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%

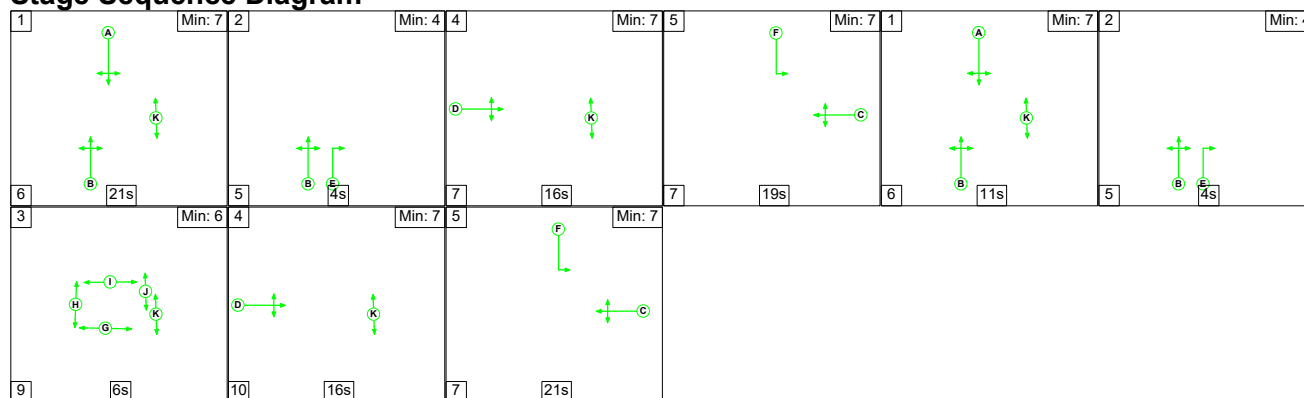
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	28	35	9	29.1	82.9	0.2	112.2	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	28	35	9	29.1	82.9	0.2	112.2	-	-	-	-
1/2+1/1	990	964	17	0	6	9.4	35.6	0.1	45.1	163.9	15.1	35.6	50.7
2/2+2/1	746	691	-	-	-	11.7	33.1	-	44.8	216.1	21.4	33.1	54.5
3/1+3/2	528	528	11	35	2	4.5	3.7	0.1	8.3	56.3	15.0	3.7	18.7
4/1	251	242	-	-	-	3.6	10.6	-	14.1	202.5	7.5	10.6	18.0
5/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%): -19.9		PRC Over All Lanes (%): -19.9		Total Delay for Signalled Lanes (pcuHr): 112.21		Total Delay Over All Lanes(pcuHr): 112.21		Cycle Time (s): 180		

Full Input Data And Results

Scenario 5: '2041 Base + Sensitivity AM' (FG9: '2041 Base + Development AM', Plan 1: 'Peds alt')

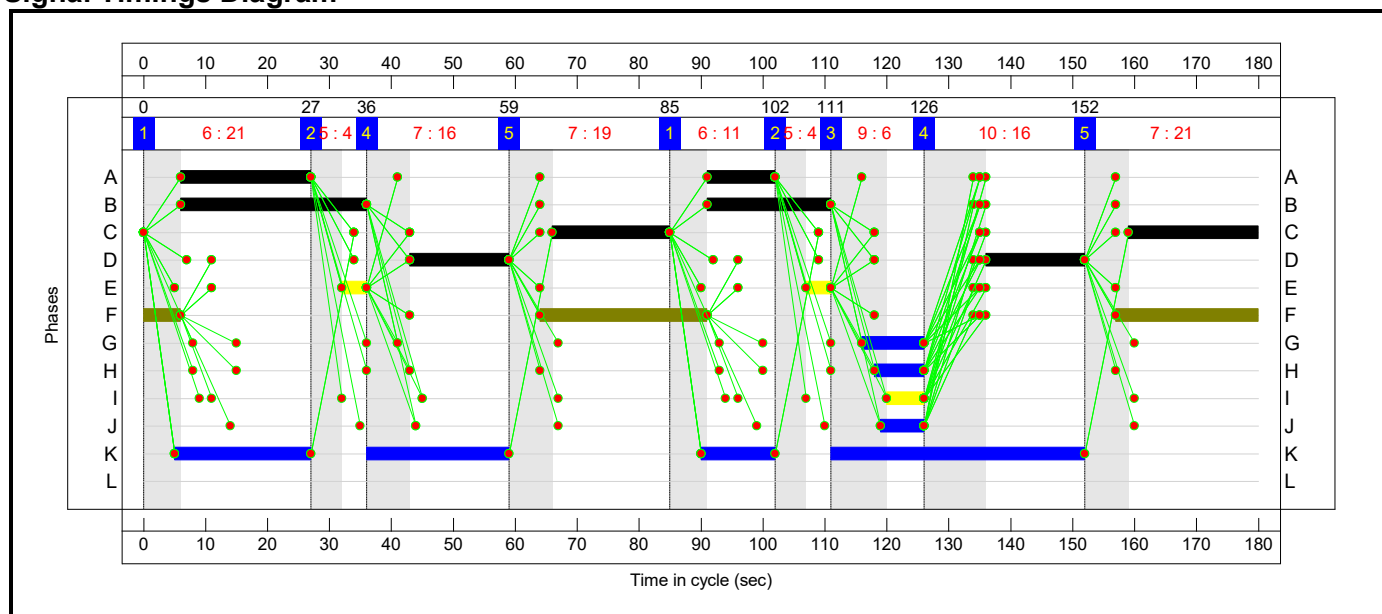
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	16	19	11	4	6	16	21
Change Point	0	27	36	59	85	102	111	126	152

Signal Timings Diagram



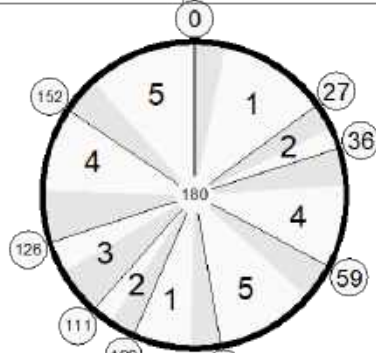
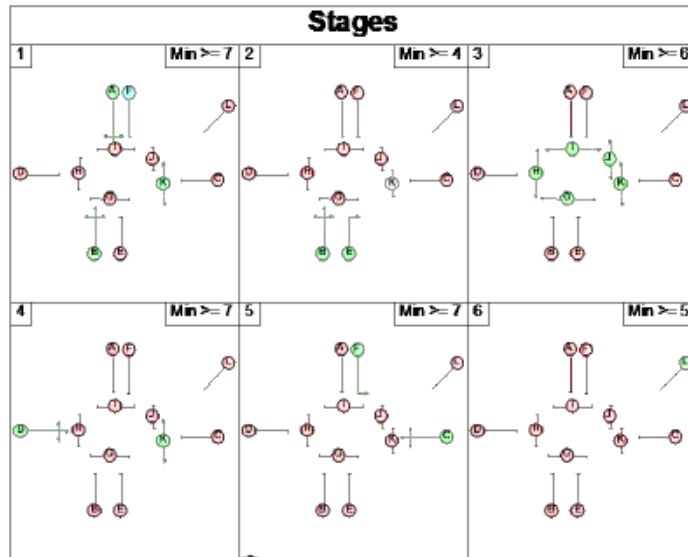
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



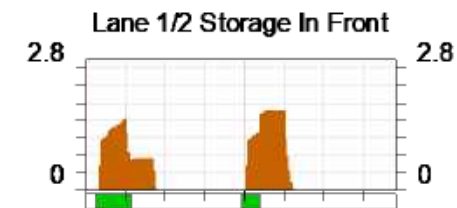
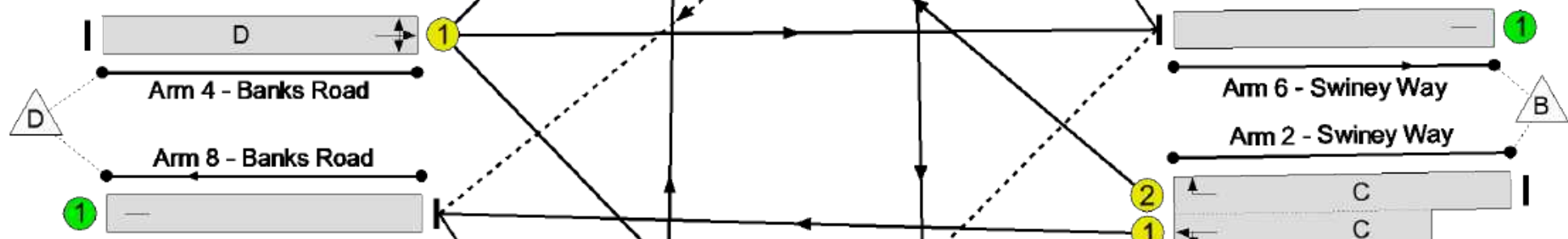
PRC: -10.0 %

Total Traffic Delay: 53.0 pcuHr

Stages



C1 - Stapleford Lane/ Swiney Way/ Banks Road



Full Input Data And Results

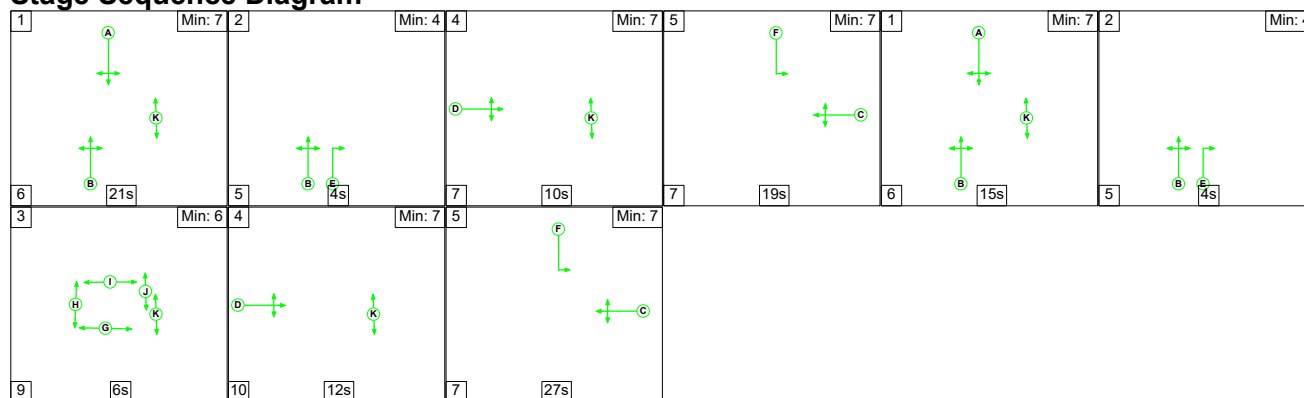
Network Results

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: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	99.0%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	99.0%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	F	2	32:88	56	1065	2043:1641	370+820	89.5 : 89.5%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	40	-	567	1935:1808	443+129	99.0 : 99.0%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	E	2	50	8	548	1884:1868	494+63	98.4 : 98.4%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	32	-	336	1829	345	97.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	919	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%

Full Input Data And Results

Scenario 6: '2041 Base + Sensitivity PM' (FG10: '2041 Base + Development PM', Plan 1: 'Peds alt')

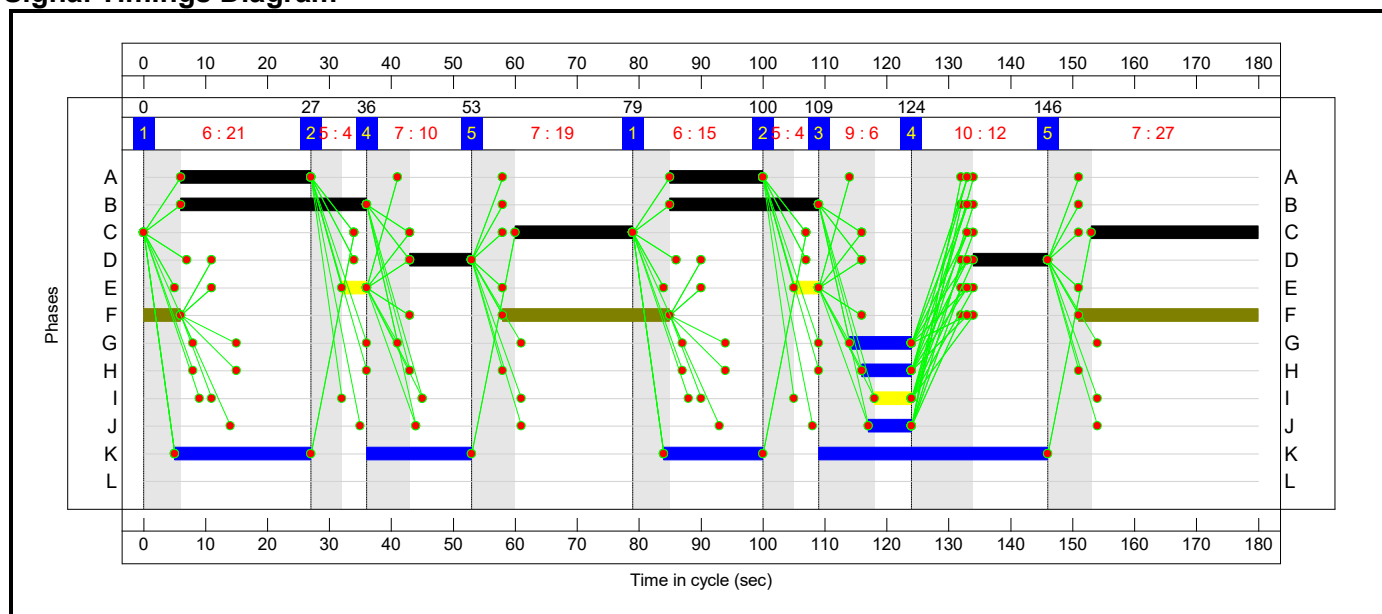
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	10	19	15	4	6	12	27
Change Point	0	27	36	53	79	100	109	124	146

Signal Timings Diagram



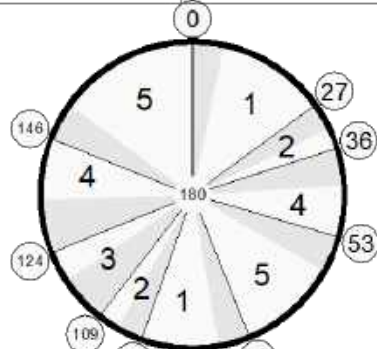
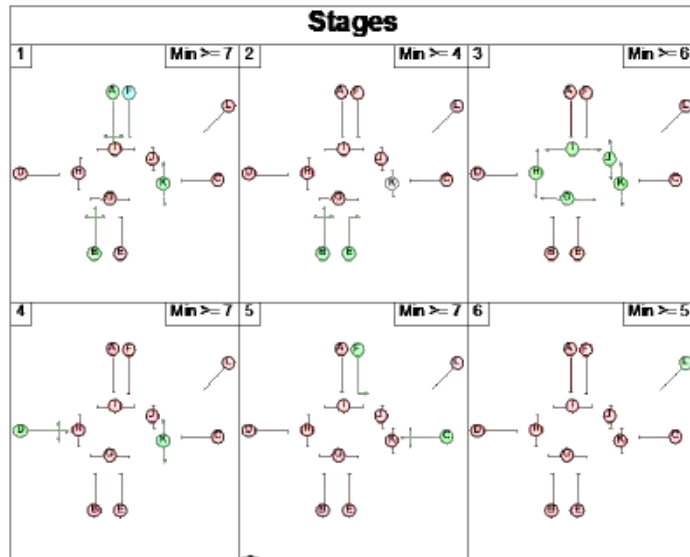
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



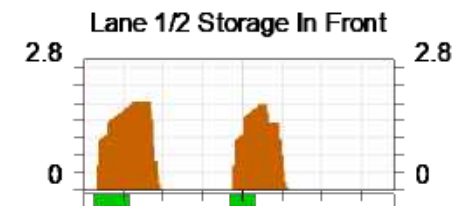
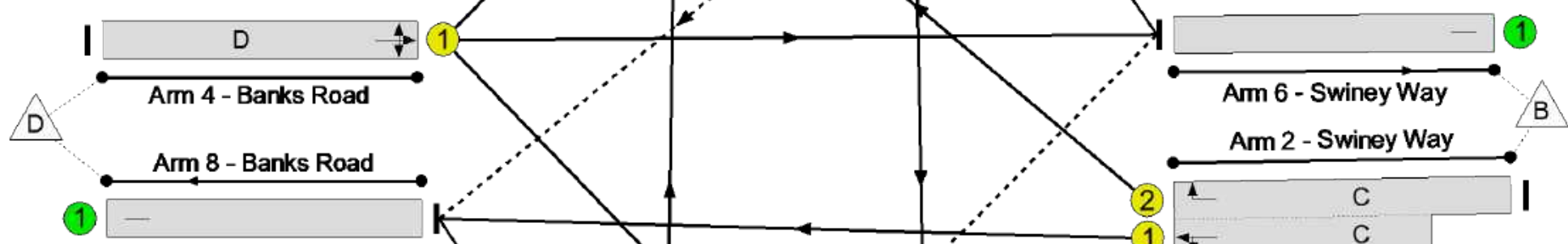
PRC: -19.9 %

Total Traffic Delay: 112.2 pcuHr

Stages



C1 - Stapleford Lane / Swiney Way / Banks Road



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: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	107.9%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	107.9%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	F	2	36:98	62	990	2044:1641	432+501	106.1 : 106.1%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	46	-	746	1935:1822	485+206	107.9 : 107.9%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	E	2	54	8	528	1872:1868	537+55	89.1 : 89.1%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	22	-	251	1813	242	103.8%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%

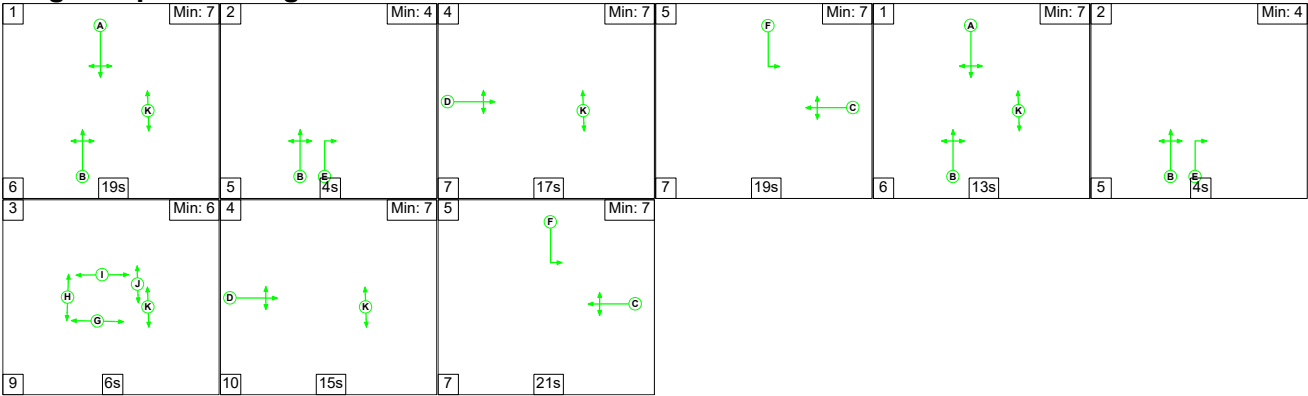
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	28	35	9	29.1	82.9	0.2	112.2	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	28	35	9	29.1	82.9	0.2	112.2	-	-	-	-
1/2+1/1	990	964	17	0	6	9.4	35.6	0.1	45.1	163.9	15.1	35.6	50.7
2/2+2/1	746	691	-	-	-	11.7	33.1	-	44.8	216.1	21.4	33.1	54.5
3/1+3/2	528	528	11	35	2	4.5	3.7	0.1	8.3	56.3	15.0	3.7	18.7
4/1	251	242	-	-	-	3.6	10.6	-	14.1	202.5	7.5	10.6	18.0
5/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%): -19.9		Total Delay for Signalled Lanes (pcuHr): 112.21		Cycle Time (s): 180						
			PRC Over All Lanes (%): -19.9		Total Delay Over All Lanes(pcuHr): 112.21								

Full Input Data And Results

Scenario 7: '2028 Base + Sensitivity + Development AM' (FG15: '2028 Base + Sensitivity + Development AM', Plan 1: 'Peds alt')

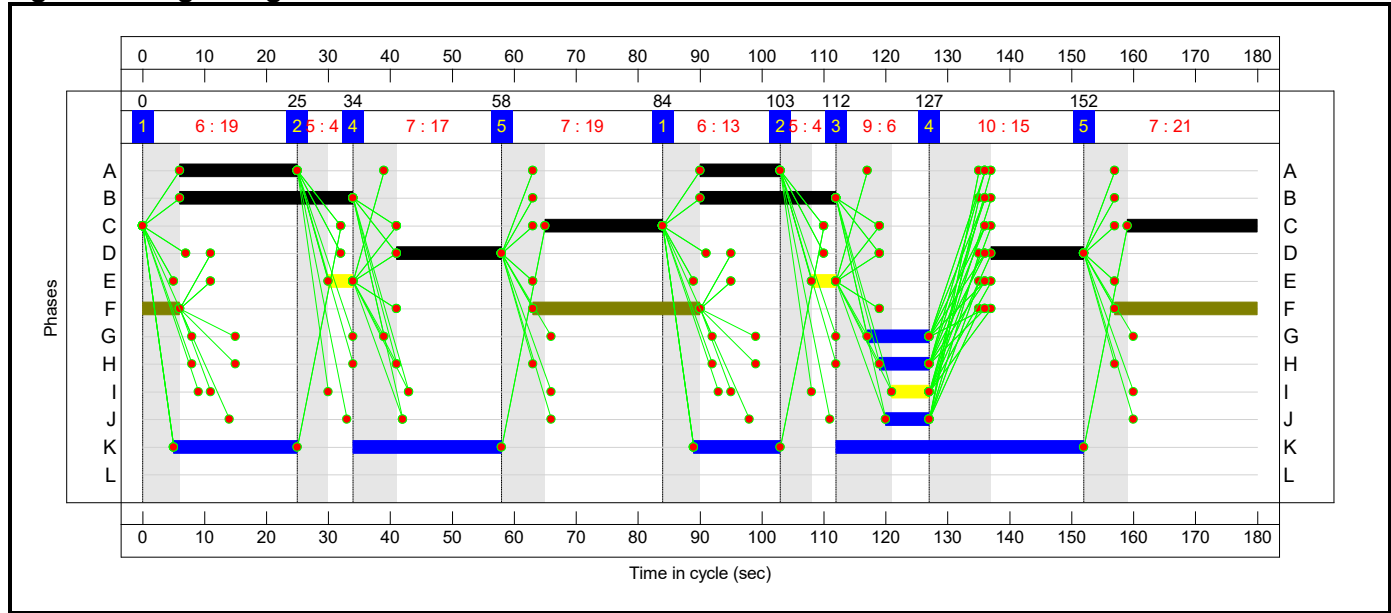
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	19	4	17	19	13	4	6	15	21
Change Point	0	25	34	58	84	103	112	127	152

Signal Timings Diagram



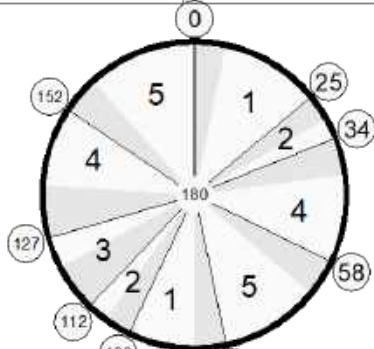
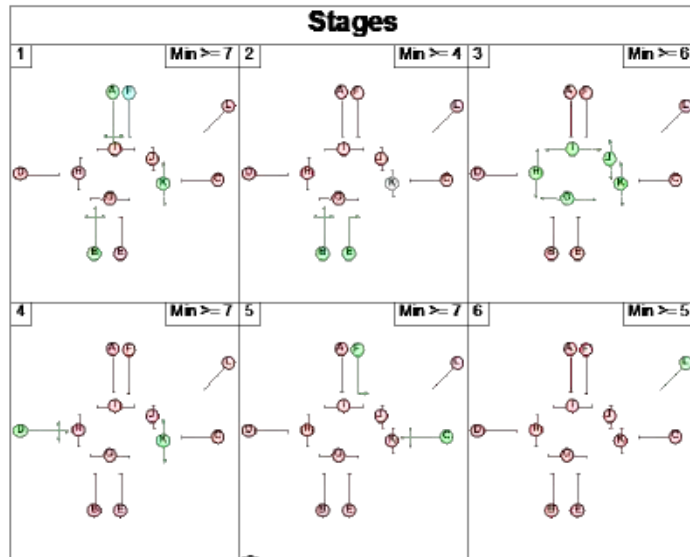
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



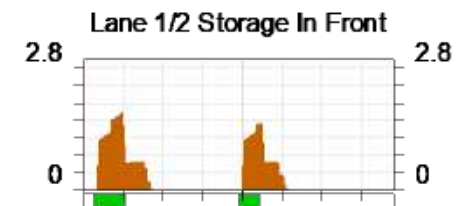
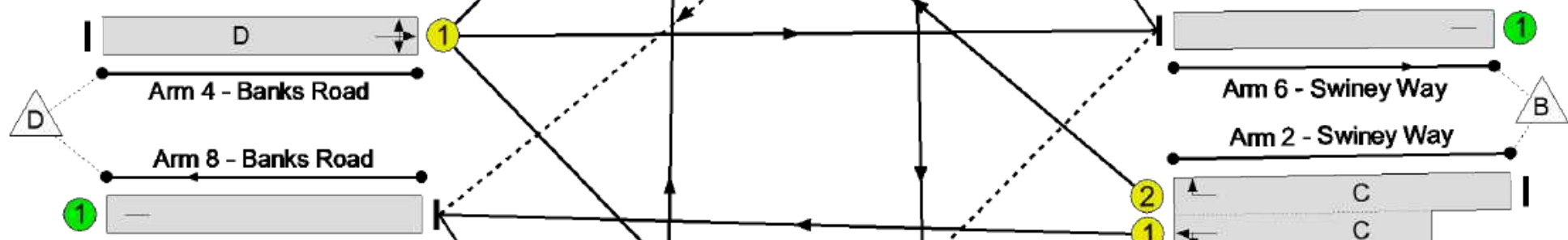
PRC: -3.0 %

Total Traffic Delay: 35.8 pcuHr

Stages



C1 - Stapleford Lane/ Swiney Way/ Banks Road



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: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	92.7%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	92.7%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	F	2	32:88	56	1023	2044:1641	386+820	83.4 : 85.4%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	40	-	529	1935:1807	443+127	92.7 : 92.7%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	E	2	50	8	510	1884:1868	494+62	91.6 : 91.6%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	32	-	312	1829	345	90.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	859	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%

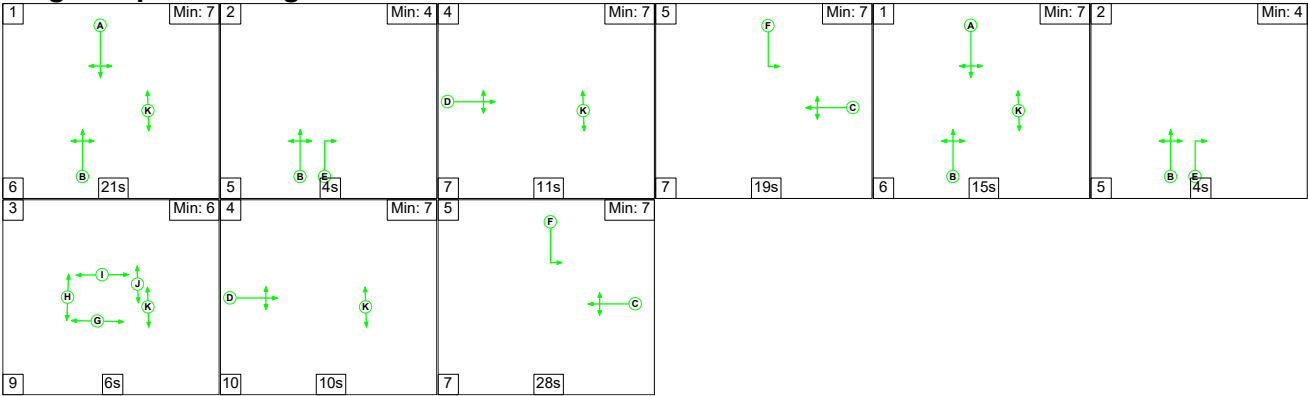
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	25	47	3	19.5	16.2	0.2	35.8	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	25	47	3	19.5	16.2	0.2	35.8	-	-	-	-
1/2+1/1	1023	1023	17	0	1	7.1	2.7	0.1	9.9	34.9	17.9	2.7	20.6
2/2+2/1	529	529	-	-	-	4.8	5.1	-	9.9	67.3	10.8	5.1	15.9
3/1+3/2	510	510	8	47	2	4.4	4.6	0.1	9.1	64.2	13.5	4.6	18.1
4/1	312	312	-	-	-	3.1	3.8	-	6.9	79.8	8.1	3.8	11.9
5/1	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-3.0	Total Delay for Signalled Lanes (pcuHr):		35.81	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-3.0	Total Delay Over All Lanes(pcuHr):		35.81					

Full Input Data And Results

Scenario 8: '2028 Base + Sensitivity + Development PM' (FG16: '2028 Base + Sensitivity + Development PM', Plan 1: 'Peds alt')

Stage Sequence Diagram



Full Input Data And Results

Network Layout Diagram

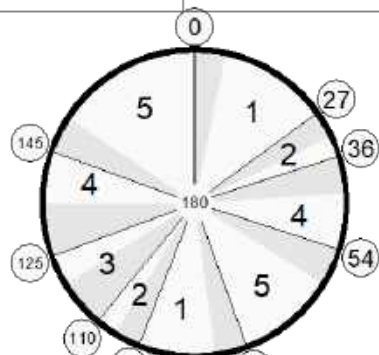
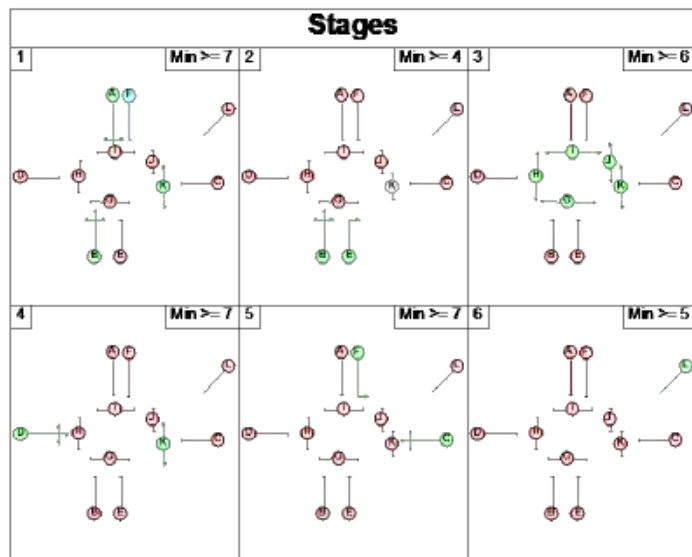
PRC: -12.3 %

PRC: -12.3 %

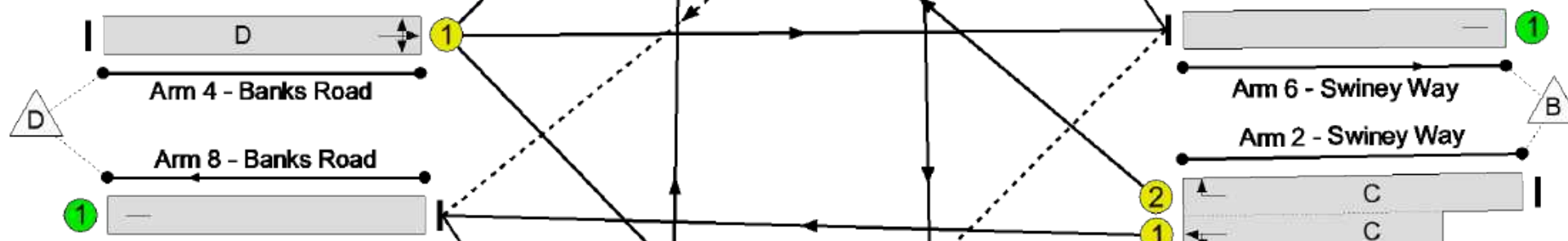
Total Traffic Delay: 57.7 pcuHr



Stages



C1 - Stapleford Lane/ Swiney Way/ Banks Road



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: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	101.1%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	101.1%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	F	2	36:99	63	923	2044:1641	432+503	98.7 : 98.7%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	47	-	704	1935:1823	494+203	101.1 : 101.1%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	E	2	54	8	498	1873:1868	539+53	84.1 : 84.1%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	21	-	231	1813	232	99.7%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%

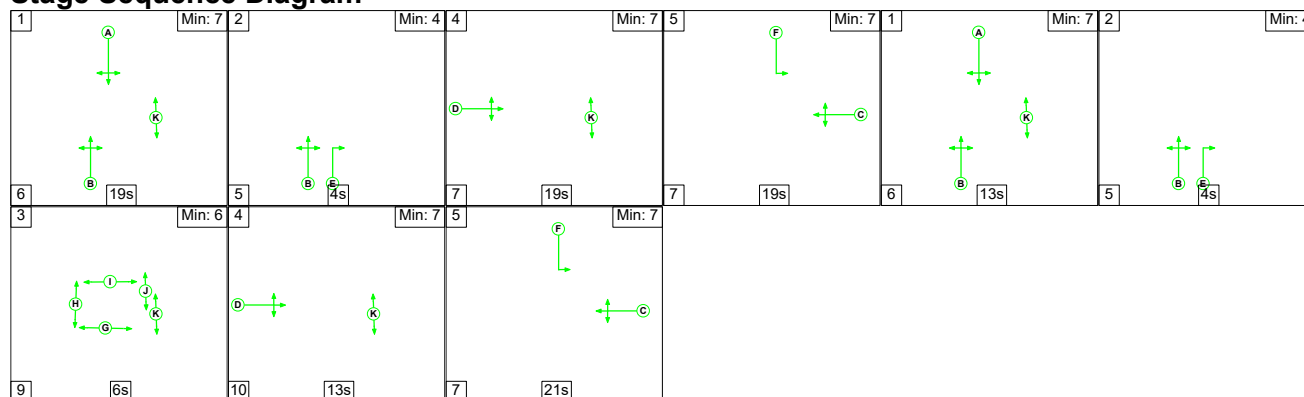
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	31	34	4	19.8	37.8	0.1	57.7	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	31	34	4	19.8	37.8	0.1	57.7	-	-	-	-
1/2+1/1	923	923	21	0	2	6.1	12.5	0.1	18.7	73.0	12.5	12.5	25.0
2/2+2/1	704	696	-	-	-	6.9	15.3	-	22.2	113.4	16.1	15.3	31.4
3/1+3/2	498	498	10	34	2	4.1	2.5	0.1	6.7	48.5	13.6	2.5	16.1
4/1	231	231	-	-	-	2.7	7.4	-	10.1	157.4	5.9	7.4	13.4
5/1	912	912	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-12.3	Total Delay for Signalled Lanes (pcuHr):		57.70	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-12.3	Total Delay Over All Lanes(pcuHr):		57.70					

Full Input Data And Results

Scenario 9: '2041 Base + Sensitivity + Development AM' (FG17: '2041 Base + Sensitivity + Development AM', Plan 1: 'Peds alt')

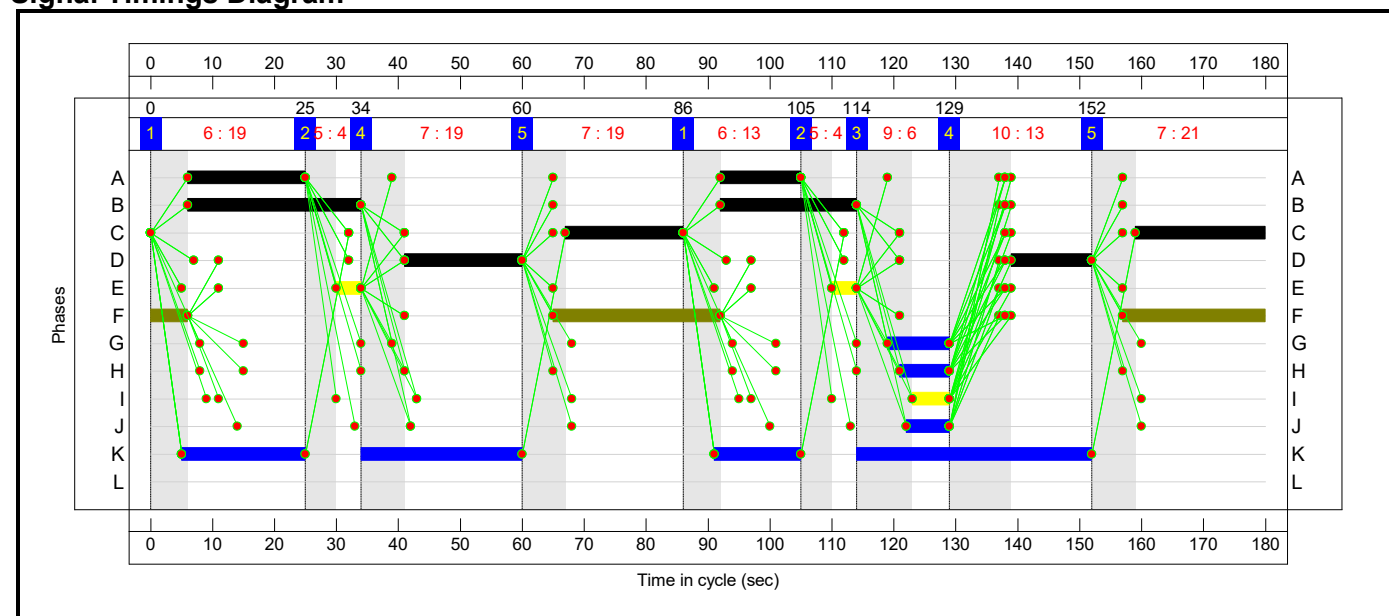
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	19	4	19	19	13	4	6	13	21
Change Point	0	25	34	60	86	105	114	129	152

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

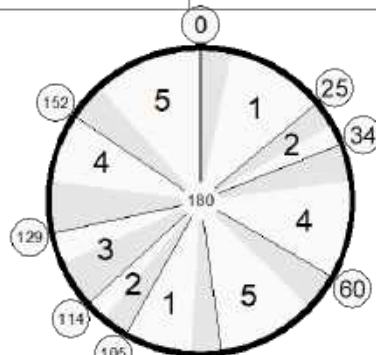
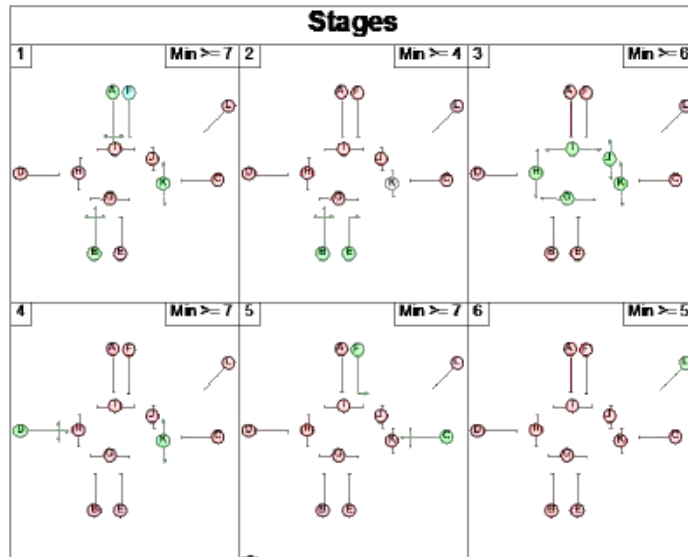
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



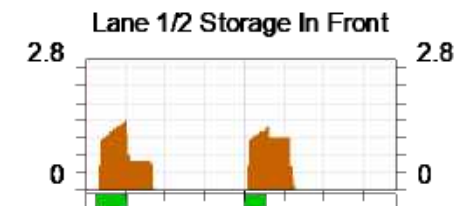
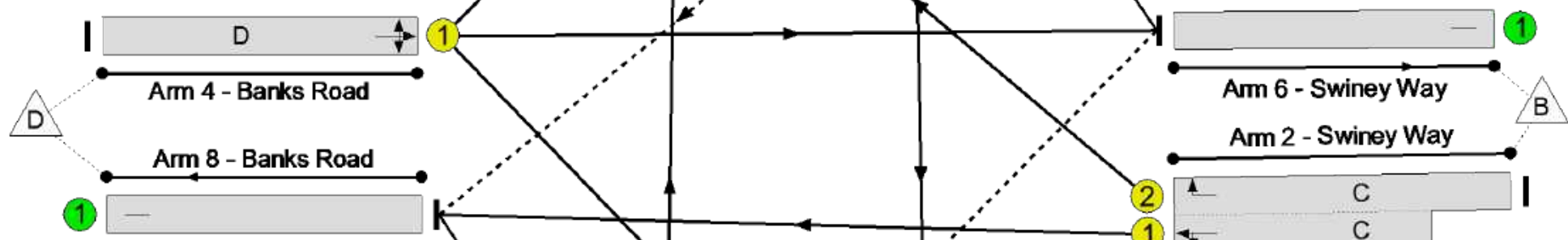
PRC: -11.0 %

Total Traffic Delay: 56.5 pcuHr

Stages



C1 - Stapleford Lane/ Swiney Way/ Banks Road



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: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	99.9%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	99.9%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	F	2	32:88	56	1098	2044:1641	384+820	89.8 : 91.8%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	40	-	571	1935:1808	443+128	99.9 : 99.9%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	E	2	50	8	551	1884:1868	494+63	99.0 : 99.0%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	32	-	336	1829	345	97.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	926	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	1008	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%

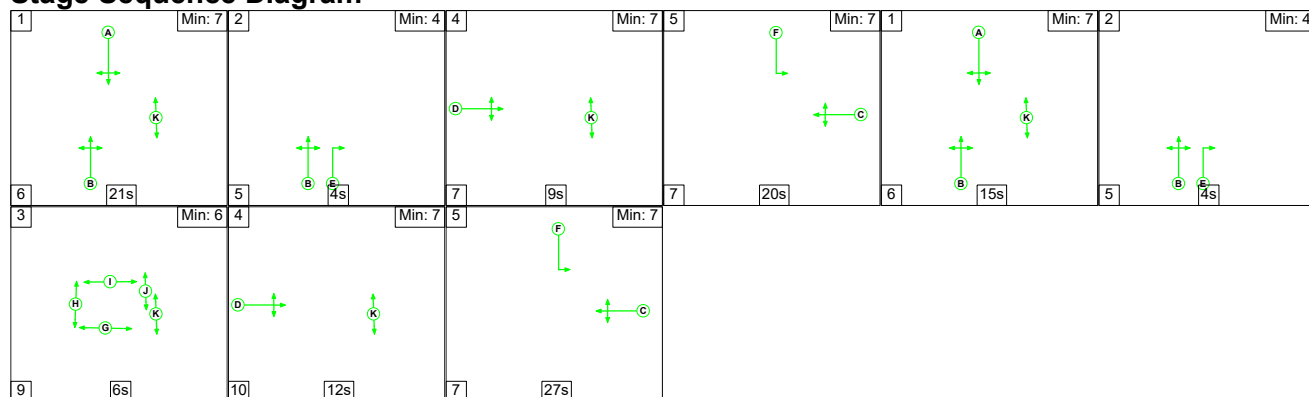
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	4	54	23	22.2	34.1	0.2	56.5	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	4	54	23	22.2	34.1	0.2	56.5	-	-	-	-
1/2+1/1	1098	1098	3	0	16	7.9	4.7	0.1	12.7	41.6	19.7	4.7	24.4
2/2+2/1	571	571	-	-	-	5.3	11.9	-	17.2	108.4	12.0	11.9	23.8
3/1+3/2	551	551	1	54	6	4.9	10.4	0.1	15.4	100.6	14.6	10.4	25.0
4/1	336	336	-	-	-	4.1	7.1	-	11.2	119.8	9.5	7.1	16.6
5/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1008	1008	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%): -11.0		Total Delay for Signalled Lanes (pcuHr):		56.46		Cycle Time (s): 180				
			PRC Over All Lanes (%): -11.0		Total Delay Over All Lanes(pcuHr):		56.46						

Full Input Data And Results

Scenario 10: '2041 Base + Sensitivity + Development PM' (FG18: '2041 Base + Sensitivity + Development PM', Plan 1: 'Peds alt')

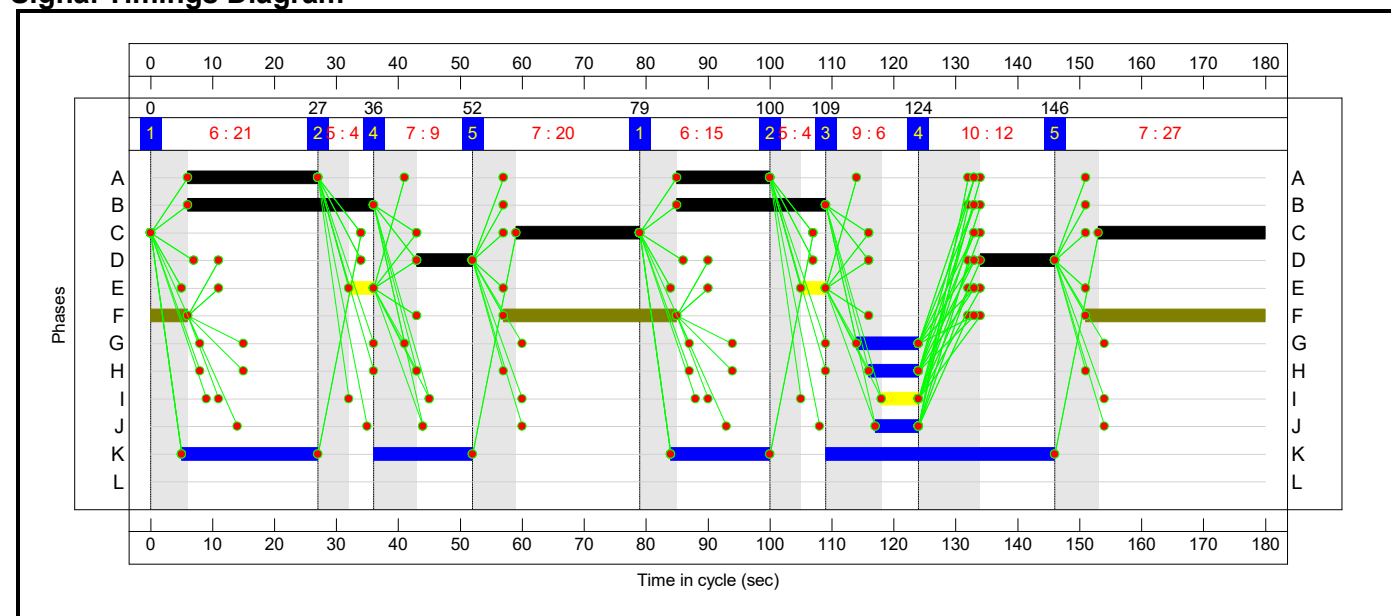
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	9	20	15	4	6	12	27
Change Point	0	27	36	52	79	100	109	124	146

Signal Timings Diagram



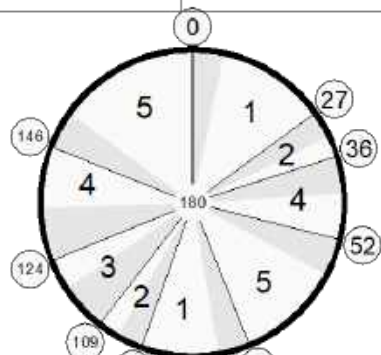
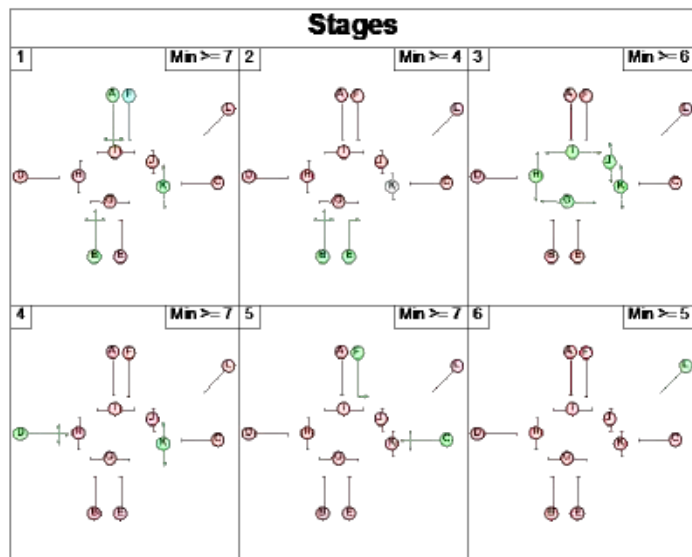
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



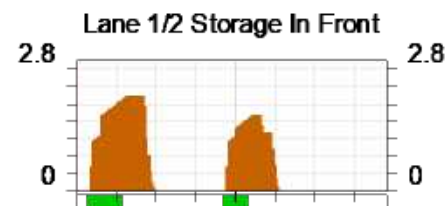
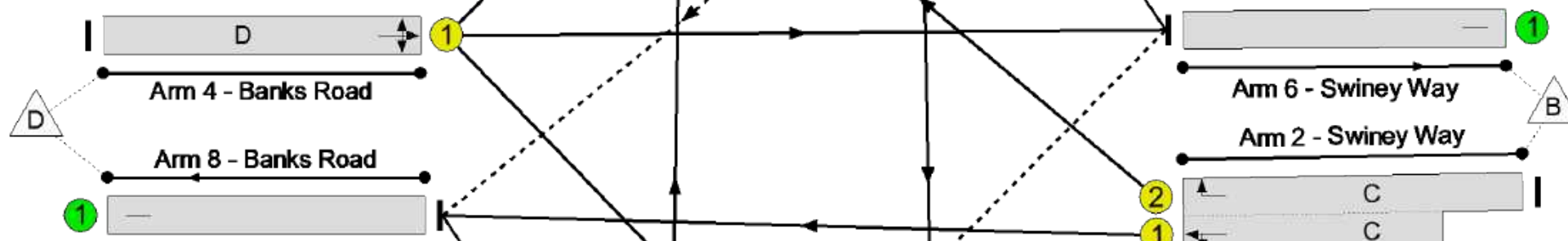
PRC: -21.3 %

Total Traffic Delay: 126.8 pcuHr

Stages



C1 - Stapleford Lane / Swiney Way / Banks Road



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: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	109.2%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	109.2%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	F	2	36:99	63	1000	2044:1641	432+502	107.1 : 107.1%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	47	-	761	1935:1822	494+203	109.2 : 109.2%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	E	2	54	8	538	1873:1868	538+54	90.9 : 90.9%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	21	-	251	1813	232	108.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	990	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%

Full Input Data And Results

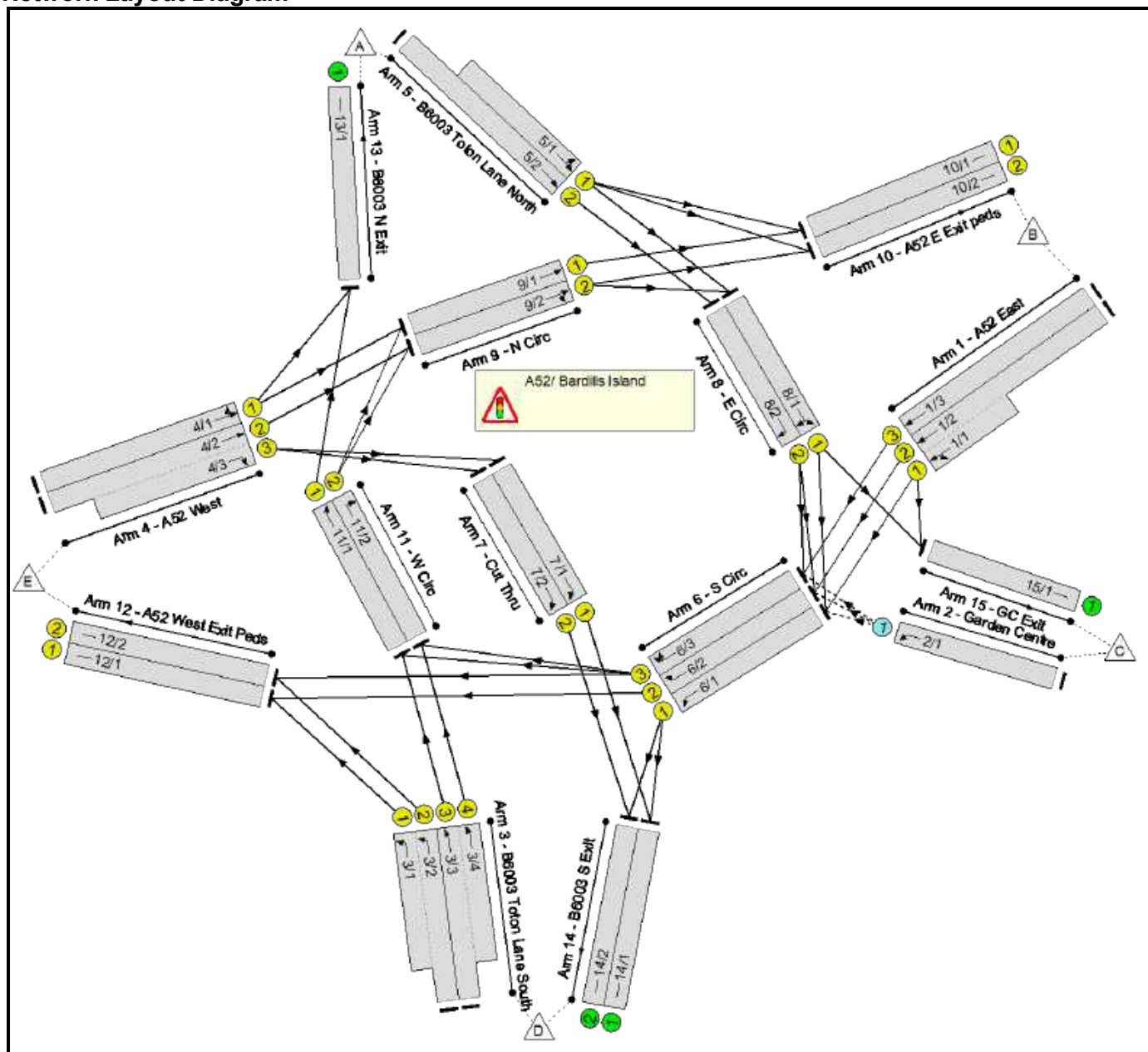
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	26	34	13	31.7	95.0	0.2	126.8	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	26	34	13	31.7	95.0	0.2	126.8	-	-	-	-
1/2+1/1	1000	970	14	0	10	9.8	39.3	0.1	49.3	177.5	15.5	39.3	54.9
2/2+2/1	761	697	-	-	-	12.8	37.2	-	50.0	236.7	22.9	37.2	60.1
3/1+3/2	538	538	12	34	3	4.6	4.3	0.1	9.0	60.0	15.3	4.3	19.6
4/1	251	232	-	-	-	4.4	14.1	-	18.5	265.7	8.5	14.1	22.6
5/1	941	941	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-21.3	Total Delay for Signalled Lanes (pcuHr):		126.82	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-21.3	Total Delay Over All Lanes(pcuHr):		126.82					

Detailed Input Data And Results

User and Project Details

Project:	
Title:	A52 / Bardills Island
Location:	Nottingham
Additional detail:	Existing network
File name:	A52 Bardills Island MIT.Isg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 2, 44, 1

Network Layout Diagram



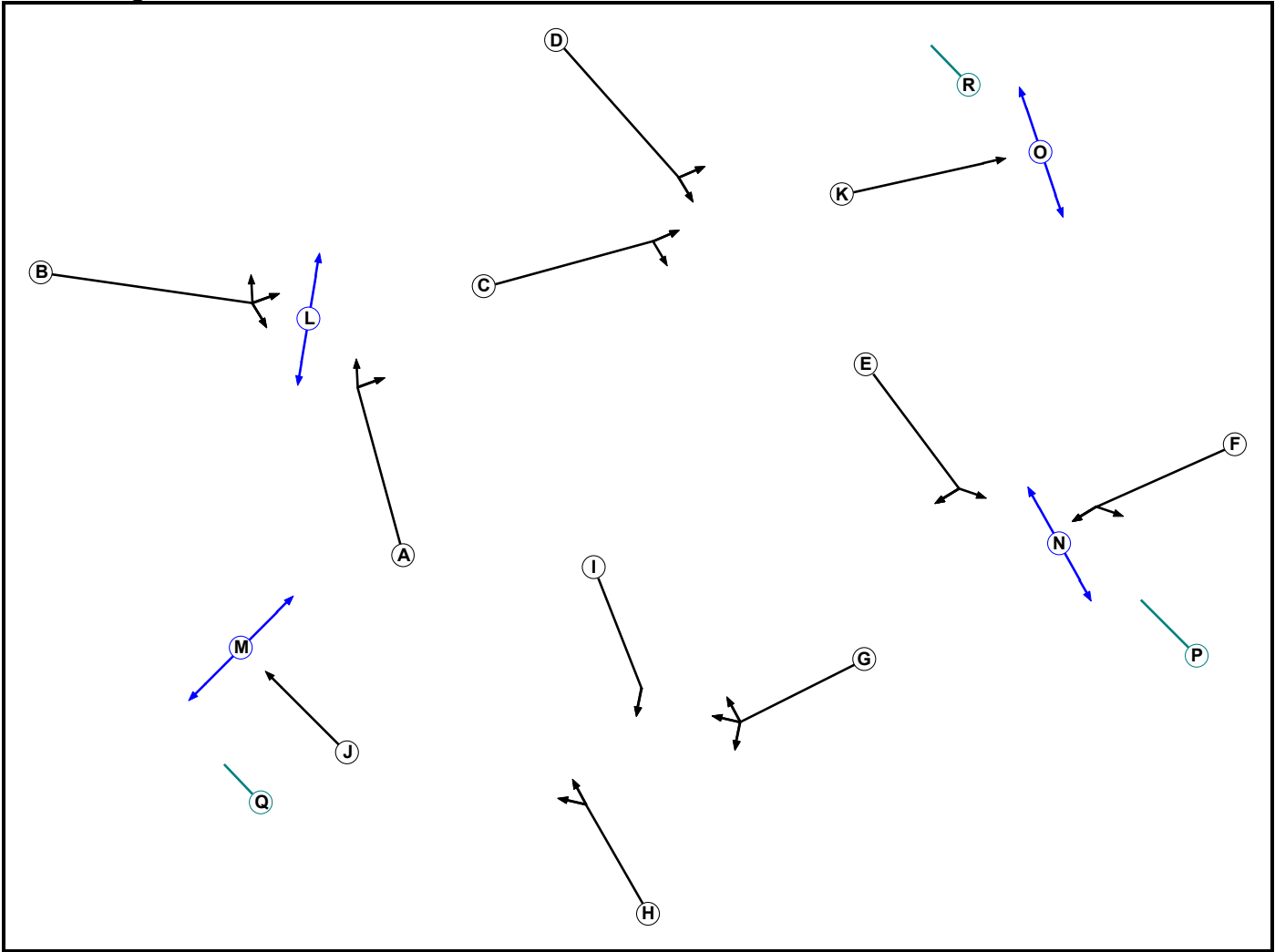
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	7	2028 AM Base + Dev	Network Control Plan 1	08:00 - 09:00	85	-7.7	80.28
2	8	2028 PM Base + Dev	Network Control Plan 1	17:00 - 18:00	77	-5.7	60.43
3	9	2041 AM Base + Dev	Network Control Plan 1	08:00 - 09:00	85	-16.0	158.16
4	10	2041 PM Base + Dev	Network Control Plan 1	17:00 - 18:00	77	-14.4	101.04
5	16	2028 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	85	-8.0	83.16
6	17	2028 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	77	-7.8	64.02
7	18	2041 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	85	-16.3	164.70
8	19	2041 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	77	-16.5	109.42

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - A52 / B6003 Bardills	Sms	J31311	Stage Stream 1	12	8	A52/ Bardills Island	
			Stage Stream 2	3	3	A52/ Bardills Island	
			Stage Stream 3	3	3	A52/ Bardills Island	

Phase Diagram



Phase Input Data

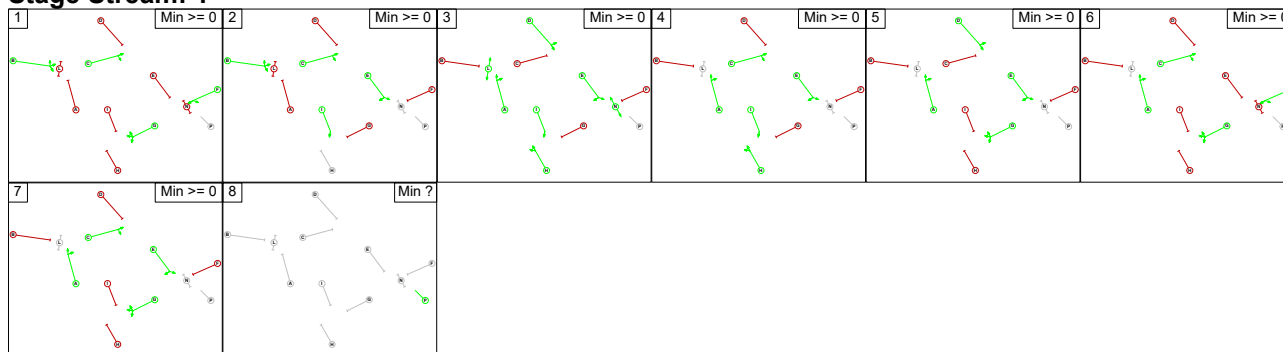
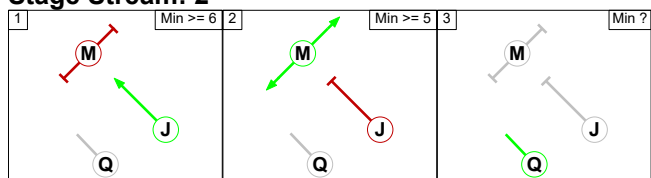
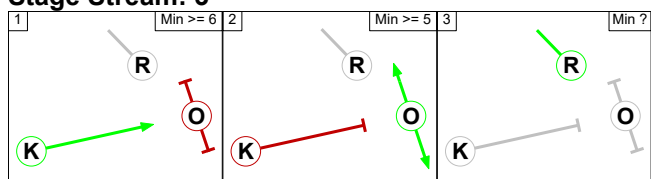
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Traffic	1		7	7
H	Traffic	1		7	7
I	Traffic	1		7	7
J	Traffic	2		6	6
K	Traffic	3		6	6
L	Pedestrian	1		6	6
M	Pedestrian	2		5	5
N	Pedestrian	1		6	6
O	Pedestrian	3		5	5
P	Dummy	1		1	1
Q	Dummy	2		1	1
R	Dummy	3		1	1

Phase Intergreens Matrix

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

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B C F G
1	2	B C E I
1	3	A D E H I L N
1	4	A C E H I
1	5	A D E G
1	6	A C F G
1	7	A C E G
1	8	P
2	1	J
2	2	M
2	3	Q
3	1	K
3	2	O
3	3	R

Stage Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Phase Delays****Stage Stream: 1**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	G	Losing	7	7
1	3	B	Losing	5	5
1	3	C	Losing	4	4
1	3	G	Losing	7	7
1	4	G	Losing	7	7
1	5	C	Losing	4	4
2	3	C	Losing	4	4
2	5	C	Losing	4	4
3	1	A	Losing	6	6
3	1	E	Losing	3	3
3	1	H	Losing	3	3
3	1	I	Losing	3	3
3	6	E	Losing	3	3
4	1	A	Losing	3	3
4	2	A	Losing	3	3
5	1	E	Losing	3	3
5	6	E	Losing	3	3

Detailed Input Data And Results

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage								
		1	2	3	4	5	6	7	8
	1		12	14	14	9	6	6	X
	2	6		9	6	9	6	6	X
	3	11	10		5	6	10	6	X
	4	8	8	5		6	6	6	X
	5	8	5	7	7		8	5	X
	6	5	6	7	7	6		6	X
	7	5	5	7	7	5	5		X
	8	2	X	X	X	X	X	X	

Stage Stream: 2

		To Stage		
From Stage		1	2	3
	1		5	X
	2	7		X
	3	2	X	

Stage Stream: 3

Stage Stream: c				
	To Stage			
From Stage		1	2	3
	1		5	X
	2	7		X
	3	2	X	

Lane Input Data

Junction: A52/ Bardills Island												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A52 East)	U	F	2	3	7.0	User	1900	-	-	-	-	-
1/2 (A52 East)	U	F	2	3	60.0	User	1900	-	-	-	-	-
1/3 (A52 East)	U	F	2	3	60.0	User	1900	-	-	-	-	-
2/1 (Garden Centre)	O		2	3	60.0	User	1800	-	-	-	-	-
3/1 (B6003 Toton Lane South)	U	H	2	3	16.5	User	1900	-	-	-	-	-
3/2 (B6003 Toton Lane South)	U	H	2	3	38.3	User	1900	-	-	-	-	-
3/3 (B6003 Toton Lane South)	U	H	2	3	38.3	User	1900	-	-	-	-	-
3/4 (B6003 Toton Lane South)	U	H	2	3	12.2	User	1900	-	-	-	-	-
4/1 (A52 West)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/2 (A52 West)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/3 (A52 West)	U	B	2	3	12.2	User	1900	-	-	-	-	-
5/1 (B6003 Toton Lane North)	U	D	2	3	10.4	User	1900	-	-	-	-	-
5/2 (B6003 Toton Lane North)	U	D	2	3	60.0	User	1900	-	-	-	-	-
6/1 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
6/2 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
6/3 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
7/1 (Cut Thru)	U	I	2	3	12.5	User	1900	-	-	-	-	-
7/2 (Cut Thru)	U	I	2	3	10.6	User	1900	-	-	-	-	-
8/1 (E Circ)	U	E	2	3	7.0	User	1900	-	-	-	-	-
8/2 (E Circ)	U	E	2	3	7.0	User	1900	-	-	-	-	-

Detailed Input Data And Results

9/1 (N Circ)	U	C	2	3	7.1	User	1900	-	-	-	-	-
9/2 (N Circ)	U	C	2	3	7.1	User	1900	-	-	-	-	-
10/1 (A52 E Exit peds)	U	K	2	3	7.5	User	1900	-	-	-	-	-
10/2 (A52 E Exit peds)	U	K	2	3	7.5	User	1900	-	-	-	-	-
11/1 (W Circ)	U	A	2	3	8.0	User	1900	-	-	-	-	-
11/2 (W Circ)	U	A	2	3	8.0	User	1900	-	-	-	-	-
12/1 (A52 West Exit Peds)	U	J	2	3	12.2	User	1900	-	-	-	-	-
12/2 (A52 West Exit Peds)	U	J	2	3	12.2	User	1900	-	-	-	-	-
13/1 (B6003 N Exit)	U		2	3	5.0	Inf	-	-	-	-	-	-
14/1 (B6003 S Exit)	U		2	3	3.5	Inf	-	-	-	-	-	-
14/2 (B6003 S Exit)	U		2	3	3.5	Inf	-	-	-	-	-	-
15/1 (GC Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A52/ Bardills Island											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Garden Centre)	6/1 (Left)	1000	0	1/1	1.00	All	-	-	-	-	-
				8/1	1.00	All					
				1/1	1.00	All					
	6/2 (Left)	1000	0	1/2	1.00	All					
				8/1	1.00	All					
				8/2	1.00	All					
				8/1	1.00	All					
				8/2	1.00	All					
	6/3 (Left)	1000	0	1/1	1.00	All					
				1/2	1.00	All					
				1/3	1.00	All					

Detailed Input Data And Results

Lane Connector Input Data

Junction: A52/ Bardills Island				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	6/1	Internal	7	35
1/1	15/1	Internal	5	35
1/2	6/2	Internal	7	35
1/3	6/3	Internal	7	35
2/1	6/1	Internal	5	35
2/1	6/2	Internal	5	35
2/1	6/3	Internal	5	35
3/1	12/1	Internal	5	35
3/2	12/2	Internal	5	35
3/3	11/1	Internal	5	35
3/4	11/2	Internal	5	35
4/1	9/1	Internal	4	35
4/1	13/1	Internal	3	N/A
4/2	9/2	Internal	4	35
4/3	7/1	Internal	7	35
4/3	7/2	Internal	6	35
5/1	8/1	Internal	4	35
5/1	10/1	Internal	4	35
5/1	10/2	Internal	4	35
5/2	8/2	Internal	4	35
6/1	14/1	Internal	2	N/A
6/1	14/2	Internal	2	N/A
6/2	12/1	Internal	7	35
6/3	11/1	Internal	6	35
6/3	11/2	Internal	6	35
6/3	12/2	Internal	7	35
7/1	14/1	Internal	2	N/A
7/2	14/2	Internal	2	N/A
8/1	6/1	Internal	6	35
8/1	15/1	Internal	5	35
8/2	6/2	Internal	6	35
8/2	6/3	Internal	6	35
9/1	10/1	Internal	4	35
9/2	8/1	Internal	4	35
9/2	10/2	Internal	4	35
11/1	13/1	Internal	3	N/A
11/2	9/1	Internal	4	35

Detailed Input Data And Results

11/2	9/2	Internal	4	35

Scenario 1: '7' (FG7: '2028 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 2: '8' (FG8: '2028 PM Base + Dev', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 3: '9' (FG9: '2041 AM Base + Dev', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 4: '10' (FG10: '2041 PM Base + Dev', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 5: '16' (FG15: '2028 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 6: '17' (FG16: '2028 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 7: '18' (FG17: '2041 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 8: '19' (FG18: '2041 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM Base'	08:00	09:00	01:00	
2: '2025 PM Base'	17:00	18:00	01:00	
3: '2028 AM Base'	08:00	09:00	01:00	
4: '2028 PM Base'	17:00	18:00	01:00	
5: '2041 AM Base'	08:00	09:00	01:00	
6: '2041 PM Base'	17:00	18:00	01:00	
7: '2028 AM Base + Dev'	08:00	09:00	01:00	
8: '2028 PM Base + Dev'	17:00	18:00	01:00	
9: '2041 AM Base + Dev'	08:00	09:00	01:00	
10: '2041 PM Base + Dev'	17:00	18:00	01:00	
11: '2028 AM Base SENS'	08:00	09:00	01:00	
12: '2028 PM Base SENS'	17:00	18:00	01:00	
13: '2041 AM Base SENS'	08:00	09:00	01:00	
14: '2041 PM Base SENS'	17:00	18:00	01:00	
15: '2028 AM Base SENS + Dev'	08:00	09:00	01:00	
16: '2028 PM Base SENS + Dev'	17:00	18:00	01:00	
17: '2041 AM Base SENS + Dev'	08:00	09:00	01:00	
18: '2041 PM Base SENS + Dev'	17:00	18:00	01:00	

Traffic Flows, Desired**FG1: '2025 AM Base'****Desired Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	100	2	265	242	609
	B	73	0	3	257	1350	1683
	C	0	1	0	1	1	3
	D	229	212	0	0	463	904
	E	189	1505	5	601	0	2300
	Tot.	491	1818	10	1124	2056	5499

FG2: '2025 PM Base'**Desired Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	89	0	287	209	585
	B	82	0	0	264	1006	1352
	C	4	0	0	1	2	7
	D	305	252	1	0	514	1072
	E	261	1409	0	469	0	2139
	Tot.	652	1750	1	1021	1731	5155

FG3: '2028 AM Base'**Desired Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	275	251	632
	B	76	0	3	267	1402	1748
	C	0	1	0	1	1	3
	D	238	220	0	0	481	939
	E	196	1562	5	624	0	2387
	Tot.	510	1887	10	1167	2135	5709

Detailed Input Data And Results

FG4: '2028 PM Base'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	295	215	602
	B	84	0	0	272	1036	1392
	C	4	0	0	1	2	7
	D	314	259	1	0	529	1103
	E	269	1451	0	483	0	2203
	Tot.	671	1802	1	1051	1782	5307

FG5: '2041 AM Base'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	297	271	682
	B	82	0	3	288	1514	1887
	C	0	1	0	1	1	3
	D	257	238	0	0	519	1014
	E	212	1688	6	674	0	2580
	Tot.	551	2039	11	1260	2305	6166

FG6: '2041 PM Base'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	321	233	653
	B	92	0	0	295	1124	1511
	C	4	0	0	1	2	7
	D	341	282	1	0	574	1198
	E	292	1574	0	524	0	2390
	Tot.	729	1955	1	1141	1933	5759

FG7: '2028 AM Base + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	278	251	635
	B	76	0	3	281	1402	1762
	C	0	1	0	1	1	3
	D	253	288	0	0	539	1080
	E	196	1562	5	636	0	2399
	Tot.	525	1955	10	1196	2193	5879

Detailed Input Data And Results

FG8: '2028 PM Base + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	307	215	614
	B	84	0	0	323	1036	1443
	C	4	0	0	1	2	7
	D	319	280	1	0	547	1147
	E	269	1451	0	527	0	2247
	Tot.	676	1823	1	1158	1800	5458

FG9: '2041 AM Base + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	300	271	685
	B	82	0	3	302	1514	1901
	C	0	1	0	1	1	3
	D	273	305	0	0	578	1156
	E	212	1688	6	686	0	2592
	Tot.	567	2106	11	1289	2364	6337

FG10: '2041 PM Base + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	333	233	665
	B	92	0	0	346	1124	1562
	C	4	0	0	1	2	7
	D	346	302	1	0	592	1241
	E	292	1574	0	569	0	2435
	Tot.	734	1975	1	1249	1951	5910

FG11: '2028 AM Base SENS'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	277	251	634
	B	76	0	3	276	1402	1757
	C	0	1	0	1	1	3
	D	248	265	0	0	520	1033
	E	196	1562	5	632	0	2395
	Tot.	520	1932	10	1186	2174	5822

Detailed Input Data And Results

FG12: '2028 PM Base SENS'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	303	215	610
	B	84	0	0	306	1036	1426
	C	4	0	0	1	2	7
	D	317	273	1	0	541	1132
	E	269	1451	0	513	0	2233
	Tot.	674	1816	1	1123	1794	5408

FG13: '2041 AM Base SENS'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	299	271	684
	B	82	0	3	297	1514	1896
	C	0	1	0	1	1	3
	D	267	283	0	0	559	1109
	E	212	1688	6	682	0	2588
	Tot.	561	2084	11	1279	2345	6280

FG14: '2041 PM Base SENS'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	329	233	661
	B	92	0	0	329	1124	1545
	C	4	0	0	1	2	7
	D	344	295	1	0	586	1226
	E	292	1574	0	554	0	2420
	Tot.	732	1968	1	1213	1945	5859

FG15: '2028 AM Base SENS + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	280	251	637
	B	76	0	3	290	1402	1771
	C	0	1	0	1	1	3
	D	264	333	0	0	579	1176
	E	196	1562	5	644	0	2407
	Tot.	536	2000	10	1215	2233	5994

Detailed Input Data And Results

FG16: '2028 PM Base SENS + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	315	215	622
	B	84	0	0	357	1036	1477
	C	4	0	0	1	2	7
	D	322	294	1	0	559	1176
	E	269	1451	0	557	0	2277
	Tot.	679	1837	1	1230	1812	5559

FG17: '2041 AM Base SENS + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	303	271	688
	B	82	0	3	311	1514	1910
	C	0	1	0	1	1	3
	D	283	351	0	0	618	1252
	E	212	1688	6	694	0	2600
	Tot.	577	2152	11	1309	2404	6453

FG18: '2041 PM Base SENS + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	341	233	673
	B	92	0	0	381	1124	1597
	C	4	0	0	1	2	7
	D	349	316	1	0	604	1270
	E	292	1574	0	598	0	2464
	Tot.	737	1989	1	1321	1963	6011

Scenario 1: '7' (FG7: '2028 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	278	251	635
	B	76	0	3	281	1402	1762
	C	0	1	0	1	1	3
	D	253	288	0	0	539	1080
	E	196	1562	5	636	0	2399
	Tot.	525	1955	10	1196	2193	5879

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 2: '8' (FG8: '2028 PM Base + Dev', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	307	215	614
	B	84	0	0	323	1036	1443
	C	4	0	0	1	2	7
	D	319	280	1	0	547	1147
	E	269	1451	0	527	0	2247
	Tot.	676	1823	1	1158	1800	5458

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 3: '9' (FG9: '2041 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	300	271	685
	B	82	0	3	302	1514	1901
	C	0	1	0	1	1	3
	D	273	305	0	0	578	1156
	E	212	1688	6	686	0	2592
	Tot.	567	2106	11	1289	2364	6337

Traffic Flows, Difference

Difference :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 4: '10' (FG10: '2041 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	333	233	665
	B	92	0	0	346	1124	1562
	C	4	0	0	1	2	7
	D	346	302	1	0	592	1241
	E	292	1574	0	569	0	2435
	Tot.	734	1975	1	1249	1951	5910

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 5: '16' (FG15: '2028 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	280	251	637
	B	76	0	3	290	1402	1771
	C	0	1	0	1	1	3
	D	264	333	0	0	579	1176
	E	196	1562	5	644	0	2407
	Tot.	536	2000	10	1215	2233	5994

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 6: '17' (FG16: '2028 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	315	215	622
	B	84	0	0	357	1036	1477
	C	4	0	0	1	2	7
	D	322	294	1	0	559	1176
	E	269	1451	0	557	0	2277
	Tot.	679	1837	1	1230	1812	5559

Traffic Flows, Difference

Difference :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 7: '18' (FG17: '2041 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	303	271	688
	B	82	0	3	311	1514	1910
	C	0	1	0	1	1	3
	D	283	351	0	0	618	1252
	E	212	1688	6	694	0	2600
	Tot.	577	2152	11	1309	2404	6453

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 8: '19' (FG18: '2041 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	341	233	673
	B	92	0	0	381	1124	1597
	C	4	0	0	1	2	7
	D	349	316	1	0	604	1270
	E	292	1574	0	598	0	2464
	Tot.	737	1989	1	1321	1963	6011

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: 7	Scenario 2: 8	Scenario 3: 9	Scenario 4: 10	Scenario 5: 16	Scenario 6: 17
Junction: A52/ Bardills Island						
1/1 (short)	284	323	305	346	293	357
1/2 (with short)	951(In) 667(Out)	836(In) 513(Out)	1024(In) 719(Out)	893(In) 547(Out)	958(In) 665(Out)	866(In) 509(Out)
1/3	811	607	877	669	813	611
2/1	3	7	3	7	3	7
3/1 (short)	269	274	289	296	290	280
3/2 (with short)	539(In) 270(Out)	547(In) 273(Out)	578(In) 289(Out)	592(In) 296(Out)	579(In) 289(Out)	559(In) 279(Out)
3/3 (with short)	541(In) 253(Out)	600(In) 319(Out)	578(In) 273(Out)	649(In) 346(Out)	597(In) 264(Out)	617(In) 322(Out)
3/4 (short)	288	281	305	303	333	295
4/1	981	928	1073	1020	982	931
4/2 (with short)	1418(In) 782(Out)	1319(In) 792(Out)	1519(In) 833(Out)	1415(In) 846(Out)	1425(In) 781(Out)	1346(In) 789(Out)
4/3 (short)	636	527	686	569	644	557
5/1 (short)	384	399	414	432	386	407
5/2 (with short)	635(In) 251(Out)	614(In) 215(Out)	685(In) 271(Out)	665(In) 233(Out)	637(In) 251(Out)	622(In) 215(Out)
6/1	560	631	603	680	571	673
6/2	809	642	867	674	806	636
6/3	922	699	1002	781	925	705
7/1	326	272	351	293	330	287
7/2	310	255	335	276	314	270
8/1	285	308	308	334	287	316
8/2	251	215	271	233	251	215
9/1	930	815	1020	895	953	824
9/2	926	917	980	982	948	922
10/1	978	848	1050	926	1000	856
10/2	977	975	1056	1049	1000	981
11/1	329	407	355	442	340	410
11/2	289	281	306	303	334	295
12/1	1078	916	1156	970	1096	916
12/2	1115	884	1208	981	1137	896
13/1	525	676	567	734	536	679
14/1	605	586	652	632	615	622
14/2	591	572	637	617	600	608
15/1	10	1	11	1	10	1

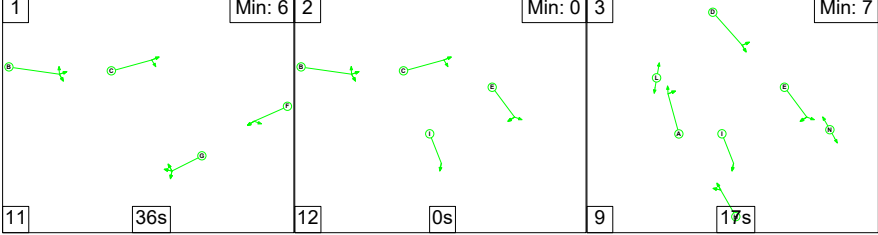
Detailed Input Data And Results

Lane	Scenario 7: 18	Scenario 8: 19
Junction: A52/ Bardills Island		
1/1 (short)	314	381
1/2 (with short)	1031(In) 717(Out)	923(In) 542(Out)
1/3	879	674
2/1	3	7
3/1 (short)	309	302
3/2 (with short)	618(In) 309(Out)	604(In) 302(Out)
3/3 (with short)	634(In) 283(Out)	666(In) 349(Out)
3/4 (short)	351	317
4/1	1073	1023
4/2 (with short)	1527(In) 833(Out)	1441(In) 843(Out)
4/3 (short)	694	598
5/1 (short)	417	440
5/2 (with short)	688(In) 271(Out)	673(In) 233(Out)
6/1	615	723
6/2	865	676
6/3	1004	779
7/1	355	307
7/2	339	291
8/1	311	342
8/2	271	233
9/1	1039	905
9/2	1007	986
10/1	1073	937
10/2	1079	1052
11/1	365	445
11/2	352	317
12/1	1174	978
12/2	1230	985
13/1	577	737
14/1	661	667
14/2	648	654
15/1	11	1

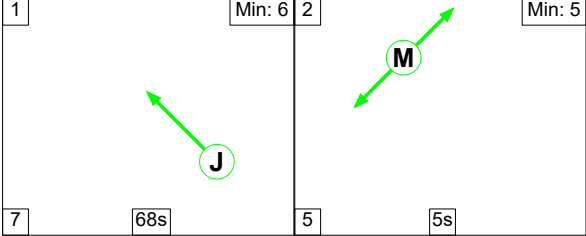
Scenario 1: '7' (FG7: '2028 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

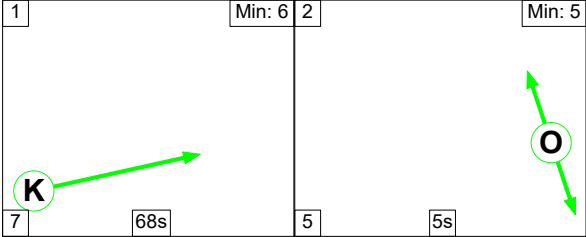
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	36	0	17
Change Point	41	3	15

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

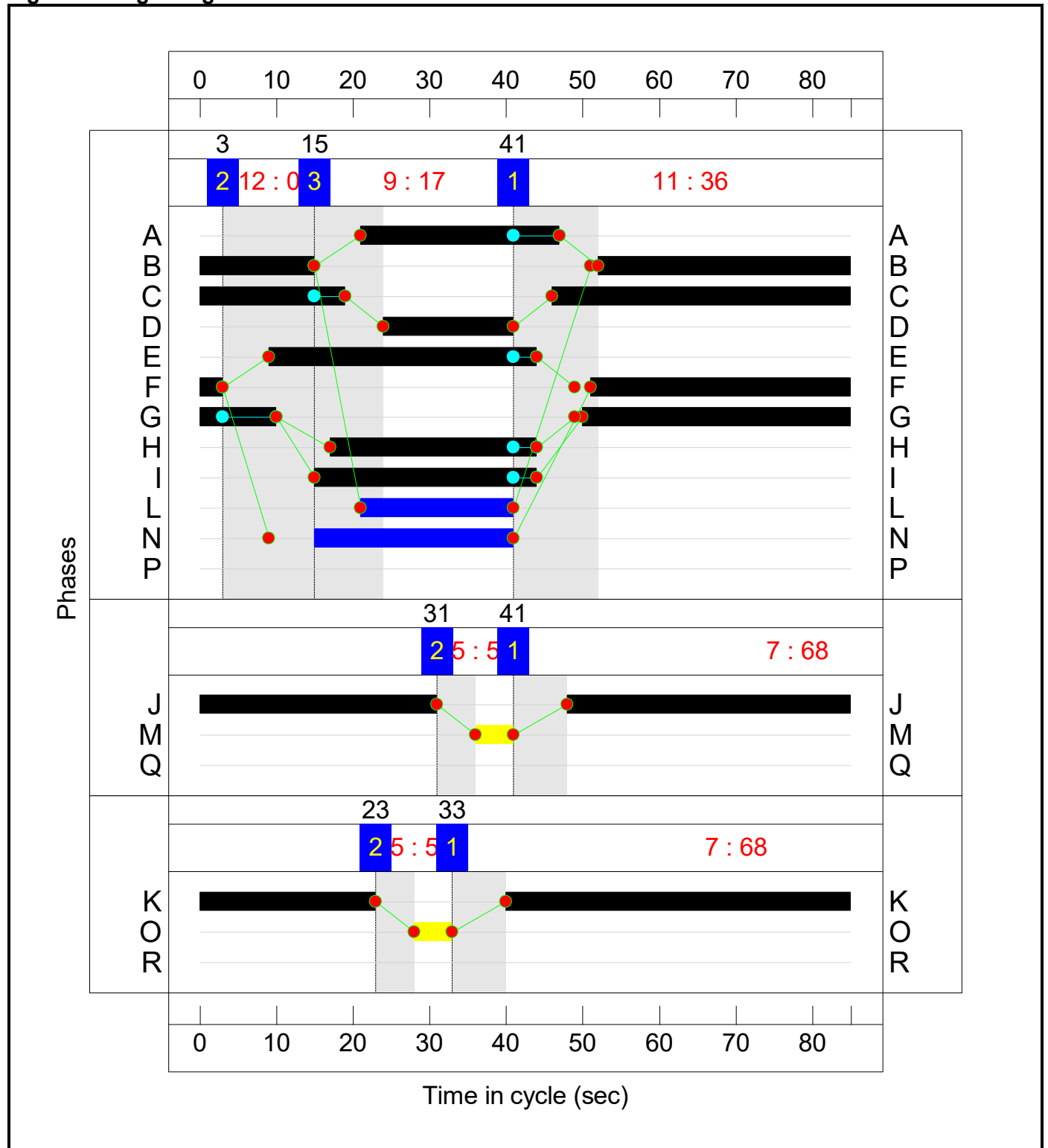
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	33	23

Phase Timings

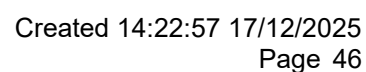
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	26	21	47
B	A52 West Right Ahead Left	Traffic	1	48	52	15
C	N Circ Right Ahead	Traffic	1	58	46	19
D	B6003 Toton Lane North Ahead Left	Traffic	1	17	24	41
E	E Circ Right Ahead	Traffic	1	35	9	44
F	A52 East Ahead Left	Traffic	1	37	51	3
G	S Circ Right Ahead Left (25)	Traffic	1	45	50	10
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	27	17	44
I	Cut Thru Ahead (29)	Traffic	1	29	15	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	40	23
L	Pedestrians across	Pedestrian	1	20	21	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	26	15	41
O	Pedestrians across	Pedestrian	3	5	28	33
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	51	3
1/2	A52 East Ahead	U	F	51	3
1/3	A52 East Ahead	U	F	51	3
3/1	B6003 Toton Lane South Left	U	H	17	44
3/2	B6003 Toton Lane South Left	U	H	17	44
3/3	B6003 Toton Lane South Ahead	U	H	17	44
3/4	B6003 Toton Lane South Ahead	U	H	17	44
4/1	A52 West Ahead Left	U	B	52	15
4/2	A52 West Ahead	U	B	52	15
4/3	A52 West Right	U	B	52	15
5/1	B6003 Toton Lane North Ahead Left	U	D	24	41
5/2	B6003 Toton Lane North Ahead	U	D	24	41
6/1	S Circ Left	U	G	50	10
6/2	S Circ Ahead	U	G	50	10
6/3	S Circ Right Ahead	U	G	50	10
7/1	Cut Thru Ahead	U	I	15	44
7/2	Cut Thru Ahead	U	I	15	44
8/1	E Circ Right Ahead	U	E	9	44
8/2	E Circ Right	U	E	9	44
9/1	N Circ Ahead	U	C	46	19
9/2	N Circ Right Ahead	U	C	46	19
10/1	A52 E Exit peds	U	K	40	23
10/2	A52 E Exit peds	U	K	40	23
11/1	W Circ Ahead	U	A	21	47
11/2	W Circ Right	U	A	21	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	96.9%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	96.9%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	37	-	-	951	1900:1900	688+293	96.9 : 96.9%
1/3	A52 East Ahead	U	1	N/A	F		1	37	-	-	811	1900	849	95.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	329	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	27	-	-	539	1900:1900	626+626	43.1 : 43.0%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	27	-	-	541	1900:1900	505+575	50.1 : 50.1%
4/1	A52 West Ahead Left	U	1	N/A	B		1	48	-	-	981	1900	1095	89.6%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	48	-	-	1418	1900:1900	836+680	93.6 : 93.6%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	17	-	-	635	1900:1900	263+402	95.4 : 95.4%
6/1	S Circ Left	U	1	N/A	G		1	45	-	-	560	1900	1028	54.5%
6/2	S Circ Ahead	U	1	N/A	G		1	45	-	-	809	1900	1028	78.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	45	-	-	922	1900	1028	89.7%
7/1	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	326	1900	671	48.6%
7/2	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	310	1900	671	46.2%

Detailed Input Data And Results

8/1	E Circ Right Ahead	U	1	N/A	E		1	35	-	-	285	1900	805	35.4%
8/2	E Circ Right	U	1	N/A	E		1	35	-	-	251	1900	805	31.2%
9/1	N Circ Ahead	U	1	N/A	C		1	58	-	-	930	1900	1319	70.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	58	-	-	926	1900	1319	70.2%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	978	1900	1542	63.4%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	977	1900	1542	63.3%
11/1	W Circ Ahead	U	1	N/A	A		1	26	-	-	329	1900	604	54.5%
11/2	W Circ Right	U	1	N/A	A		1	26	-	-	289	1900	604	47.9%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1078	1900	1542	69.9%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1115	1900	1542	72.3%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	525	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	605	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	591	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Detailed Input Data And Results

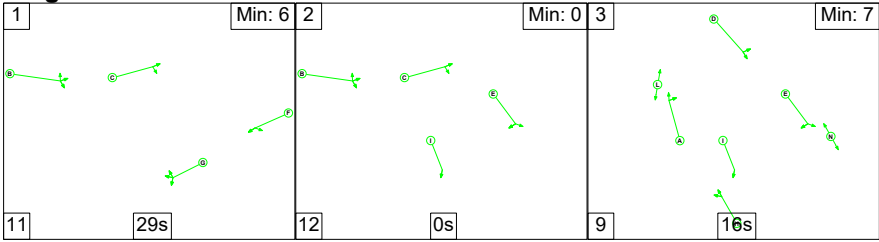
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	1	2	0	43.0	37.3	0.0	80.3	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	1	2	0	43.0	37.3	0.0	80.3	-	-	-	-	A52/ Bardills Island
1/2+1/1	951	951	-	-	-	5.5	9.6	-	15.1	57.0	18.7	9.6	28.3	1/2+1/1
1/3	811	811	-	-	-	5.1	7.6	-	12.7	56.3	18.5	7.6	26.0	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	16.3	0.0	0.0	0.0	2/1
3/2+3/1	539	539	-	-	-	3.3	0.4	-	3.7	24.8	5.0	0.4	5.3	3/2+3/1
3/3+3/4	541	541	-	-	-	3.4	0.5	-	3.9	25.6	5.4	0.5	5.9	3/3+3/4
4/1	981	981	-	-	-	4.3	4.0	-	8.3	30.5	20.2	4.0	24.2	4/1
4/2+4/3	1418	1418	-	-	-	4.9	6.4	-	11.3	28.8	16.9	6.4	23.4	4/2+4/3
5/2+5/1	635	635	-	-	-	5.7	7.1	-	12.8	72.4	8.9	7.1	16.0	5/2+5/1
6/1	560	560	-	-	-	1.3	0.0	-	1.3	8.5	9.6	0.0	9.6	6/1
6/2	809	809	-	-	-	0.7	0.0	-	0.7	3.1	3.7	0.0	3.7	6/2
6/3	922	922	-	-	-	0.6	0.0	-	0.6	2.4	3.1	0.0	3.1	6/3
7/1	326	326	-	-	-	2.6	0.0	-	2.6	29.0	7.7	0.0	7.7	7/1
7/2	310	310	-	-	-	2.6	0.0	-	2.6	30.0	7.3	0.0	7.3	7/2
8/1	285	285	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	8/1
8/2	251	251	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1	8/2
9/1	930	930	-	-	-	0.7	0.0	-	0.7	2.6	3.5	0.0	3.5	9/1
9/2	926	926	-	-	-	0.7	0.0	-	0.7	2.6	3.5	0.0	3.5	9/2
10/1	978	978	-	-	-	0.1	0.9	-	0.9	3.5	0.9	0.9	1.8	10/1
10/2	977	977	-	-	-	0.1	0.9	-	1.0	3.5	1.2	0.9	2.0	10/2
11/1	329	329	-	-	-	0.8	0.0	-	0.8	8.5	6.6	0.0	6.6	11/1

Detailed Input Data And Results

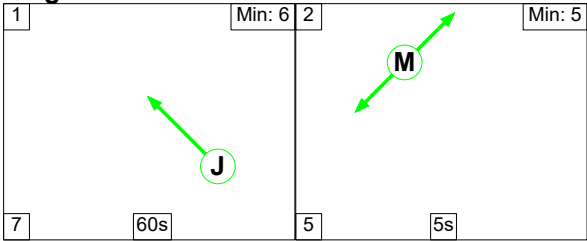
11/2	289	289	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	11/2
12/1	1078	1078	-	-	-	0.2	0.0	-	0.2	0.6	1.6	0.0	1.6	12/1
12/2	1115	1115	-	-	-	0.2	0.0	-	0.2	0.6	1.6	0.0	1.6	12/2
13/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%):-7.7Total Delay for Signalled Lanes (pcuHr):77.99Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)24.5Total Delay for Signalled Lanes (pcuHr):0.37Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)41.9Total Delay for Signalled Lanes (pcuHr):1.90Cycle Time (s):85 PRC Over All Lanes (%):-7.7Total Delay Over All Lanes(pcuHr):80.28														

Stage Sequence Diagram

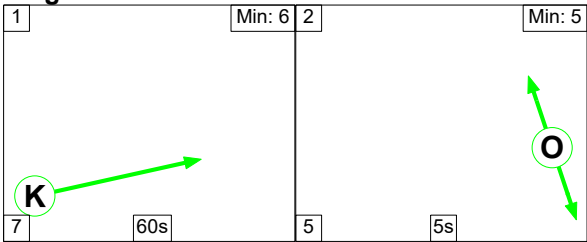
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

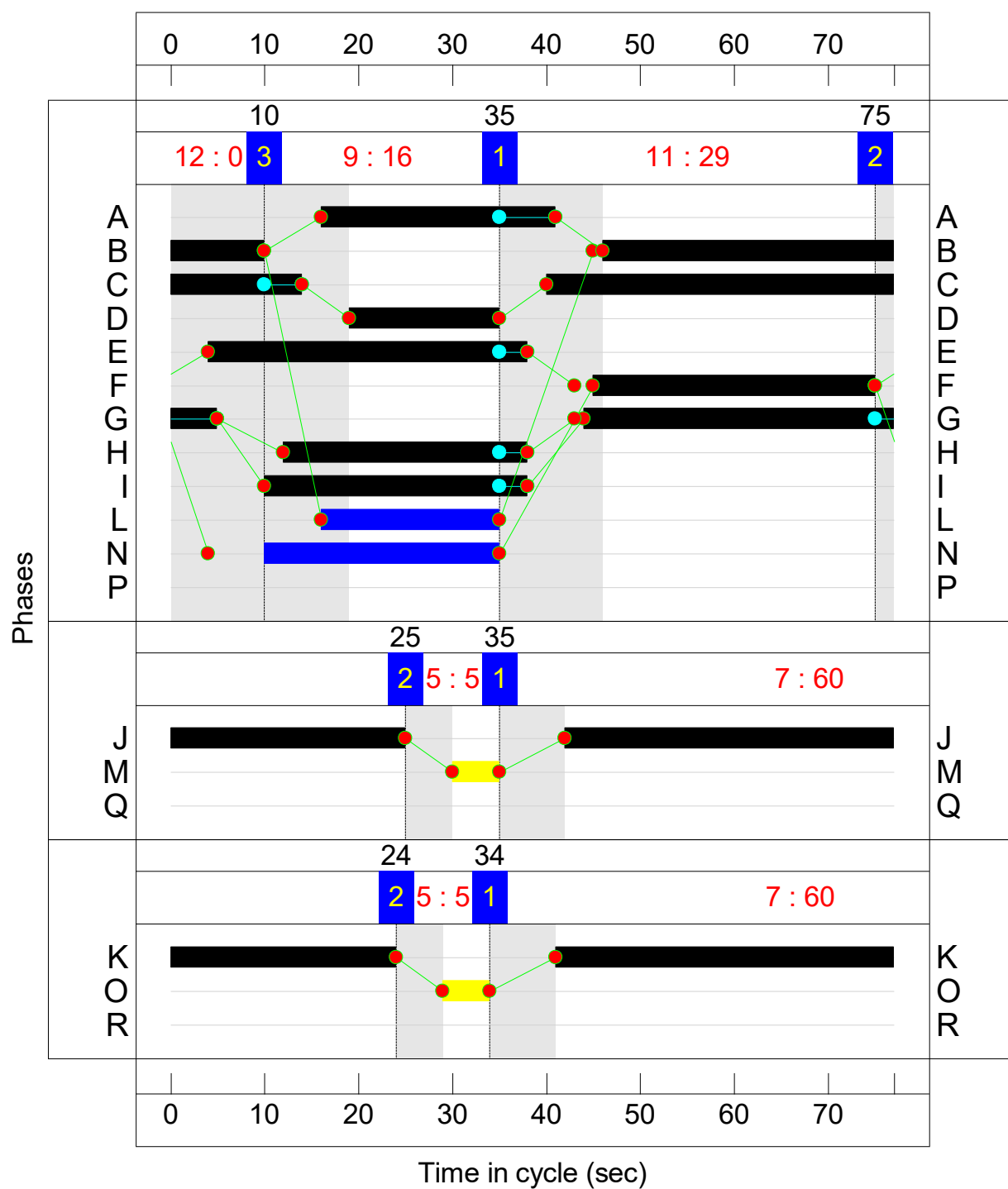
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

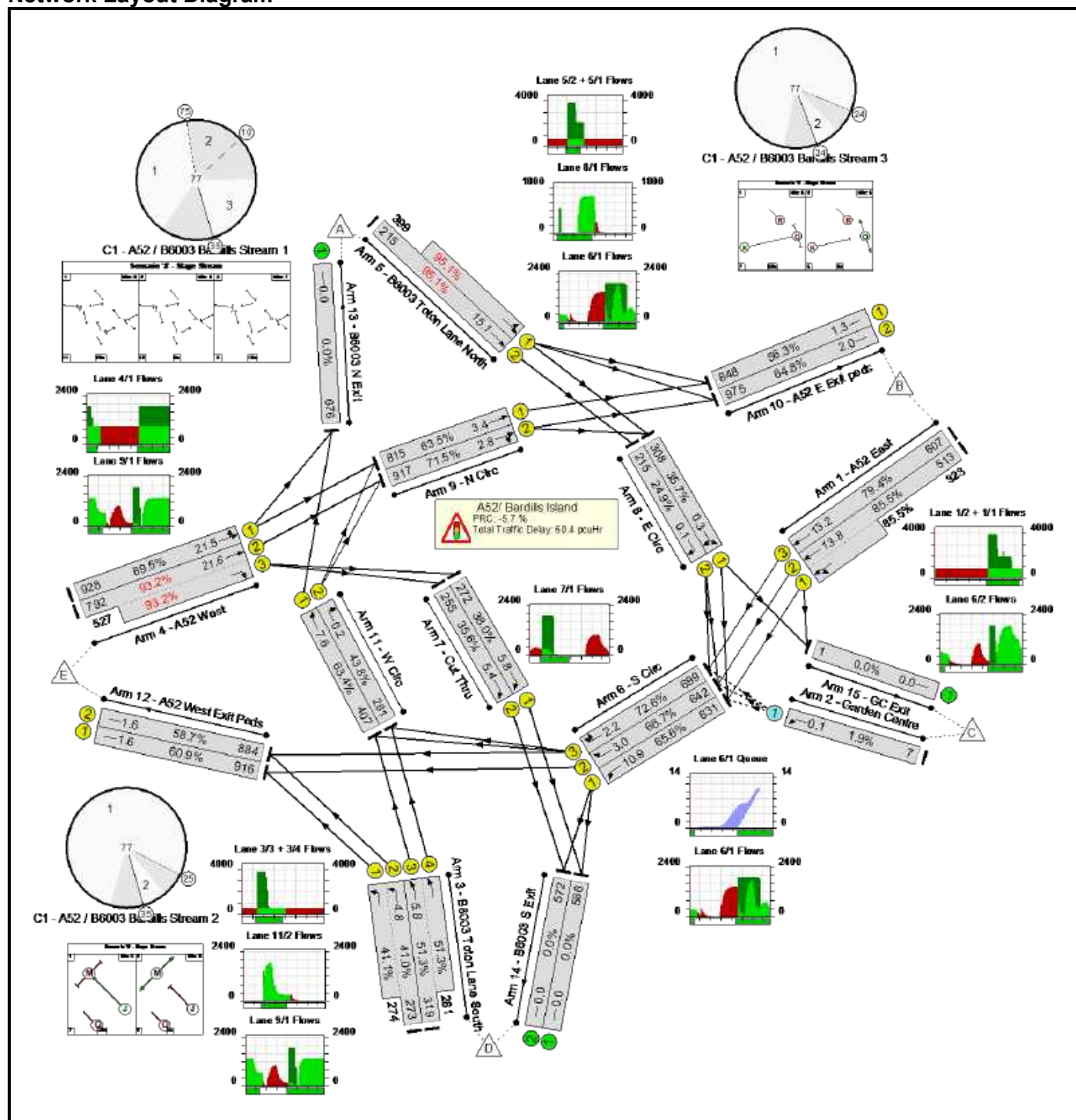
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	95.1%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	95.1%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	836	1900:1900	600+378	85.5 : 85.5%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	607	1900	765	79.4%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	547	1900:1900	666+666	41.0 : 41.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	600	1900:1900	621+547	51.3 : 51.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	928	1900	1036	89.5%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1319	1900:1900	850+566	93.2 : 93.2%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	614	1900:1900	226+419	95.1 : 95.1%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	631	1900	962	65.6%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	642	1900	962	66.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	699	1900	962	72.6%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	272	1900	716	38.0%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	255	1900	716	35.6%

Detailed Input Data And Results

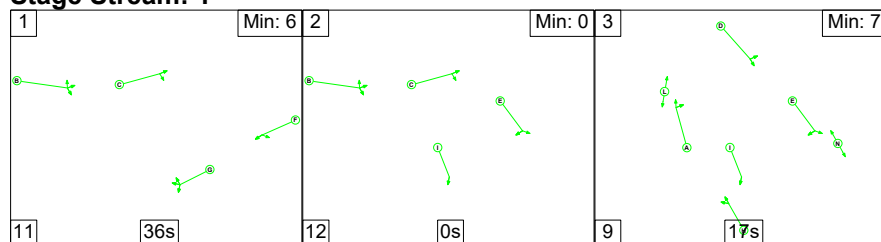
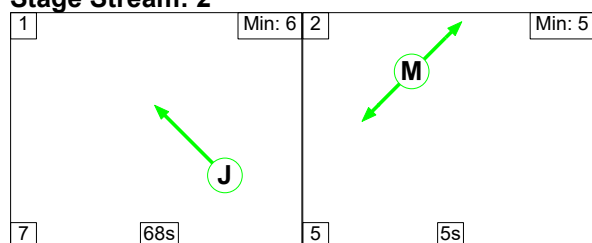
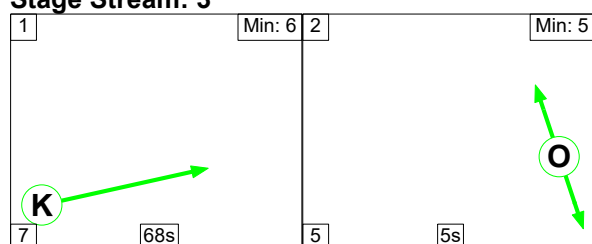
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	308	1900	864	35.7%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	215	1900	864	24.9%
9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	815	1900	1283	63.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	917	1900	1283	71.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	848	1900	1505	56.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	975	1900	1505	64.8%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	407	1900	642	63.4%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	281	1900	642	43.8%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	916	1900	1505	60.9%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	884	1900	1505	58.7%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	676	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	586	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	572	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	2	5	0	36.4	24.0	0.0	60.4	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	2	5	0	36.4	24.0	0.0	60.4	-	-	-	-	A52/ Bardills Island
1/2+1/1	836	836	-	-	-	4.3	2.8	-	7.1	30.7	10.9	2.8	13.8	1/2+1/1
1/3	607	607	-	-	-	3.4	1.9	-	5.3	31.3	11.3	1.9	13.2	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	2/1
3/2+3/1	547	547	-	-	-	2.9	0.3	-	3.2	21.3	4.4	0.3	4.8	3/2+3/1
3/3+3/4	600	600	-	-	-	3.2	0.5	-	3.7	22.5	5.3	0.5	5.8	3/3+3/4
4/1	928	928	-	-	-	4.0	4.0	-	8.0	31.0	17.5	4.0	21.5	4/1
4/2+4/3	1319	1319	-	-	-	4.7	6.1	-	10.7	29.3	15.5	6.1	21.6	4/2+4/3
5/2+5/1	614	614	-	-	-	4.9	6.8	-	11.7	68.4	8.3	6.8	15.1	5/2+5/1
6/1	631	631	-	-	-	1.5	0.0	-	1.5	8.4	10.9	0.0	10.9	6/1
6/2	642	642	-	-	-	0.6	0.0	-	0.6	3.1	3.0	0.0	3.0	6/2
6/3	699	699	-	-	-	0.4	0.0	-	0.4	2.2	2.2	0.0	2.2	6/3
7/1	272	272	-	-	-	1.8	0.0	-	1.8	23.8	5.8	0.0	5.8	7/1
7/2	255	255	-	-	-	1.8	0.0	-	1.8	24.8	5.4	0.0	5.4	7/2
8/1	308	308	-	-	-	0.1	0.0	-	0.1	1.7	0.3	0.0	0.3	8/1
8/2	215	215	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1	8/2
9/1	815	815	-	-	-	0.7	0.0	-	0.7	3.0	3.4	0.0	3.4	9/1
9/2	917	917	-	-	-	0.5	0.0	-	0.5	2.1	2.8	0.0	2.8	9/2
10/1	848	848	-	-	-	0.1	0.6	-	0.7	3.1	0.6	0.6	1.3	10/1
10/2	975	975	-	-	-	0.1	0.9	-	1.1	3.9	1.1	0.9	2.0	10/2
11/1	407	407	-	-	-	0.9	0.0	-	0.9	8.0	7.6	0.0	7.6	11/1

Detailed Input Data And Results

11/2	281	281	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	11/2
12/1	916	916	-	-	-	0.2	0.0	-	0.2	0.8	1.6	0.0	1.6	12/1
12/2	884	884	-	-	-	0.2	0.0	-	0.2	0.8	1.6	0.0	1.6	12/2
13/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%):-5.7Total Delay for Signalled Lanes (pcuHr):58.21Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)47.9Total Delay for Signalled Lanes (pcuHr):0.42Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)38.9Total Delay for Signalled Lanes (pcuHr):1.78Cycle Time (s):77 PRC Over All Lanes (%):-5.7Total Delay Over All Lanes(pcuHr):60.43														

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Timings****Stage Stream: 1**

Stage	1	2	3
Duration	36	0	17
Change Point	41	3	15

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

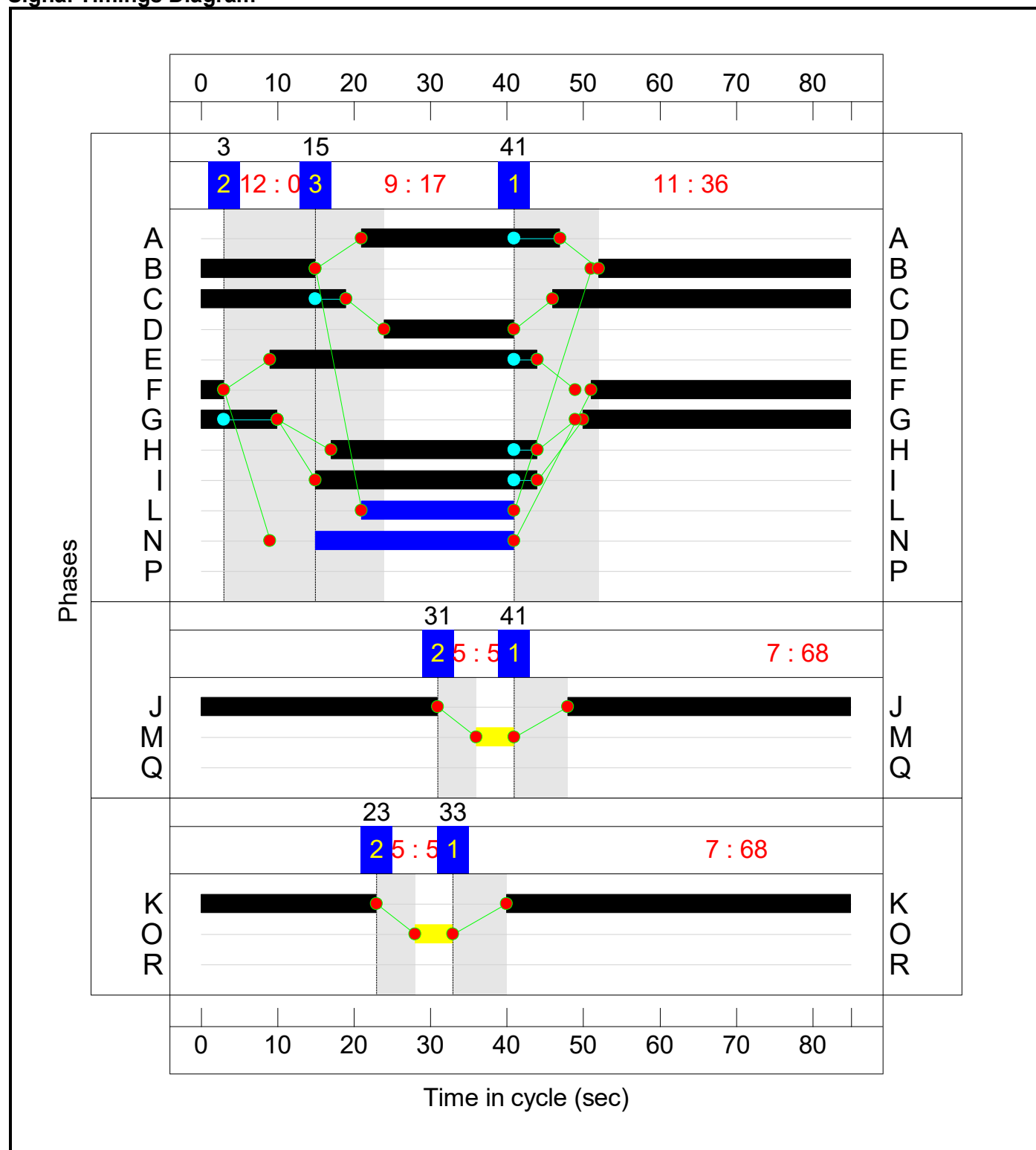
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	33	23

Phase Timings

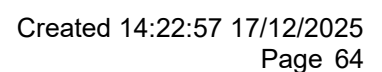
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	26	21	47
B	A52 West Right Ahead Left	Traffic	1	48	52	15
C	N Circ Right Ahead	Traffic	1	58	46	19
D	B6003 Toton Lane North Ahead Left	Traffic	1	17	24	41
E	E Circ Right Ahead	Traffic	1	35	9	44
F	A52 East Ahead Left	Traffic	1	37	51	3
G	S Circ Right Ahead Left (25)	Traffic	1	45	50	10
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	27	17	44
I	Cut Thru Ahead (29)	Traffic	1	29	15	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	40	23
L	Pedestrians across	Pedestrian	1	20	21	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	26	15	41
O	Pedestrians across	Pedestrian	3	5	28	33
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	51	3
1/2	A52 East Ahead	U	F	51	3
1/3	A52 East Ahead	U	F	51	3
3/1	B6003 Toton Lane South Left	U	H	17	44
3/2	B6003 Toton Lane South Left	U	H	17	44
3/3	B6003 Toton Lane South Ahead	U	H	17	44
3/4	B6003 Toton Lane South Ahead	U	H	17	44
4/1	A52 West Ahead Left	U	B	52	15
4/2	A52 West Ahead	U	B	52	15
4/3	A52 West Right	U	B	52	15
5/1	B6003 Toton Lane North Ahead Left	U	D	24	41
5/2	B6003 Toton Lane North Ahead	U	D	24	41
6/1	S Circ Left	U	G	50	10
6/2	S Circ Ahead	U	G	50	10
6/3	S Circ Right Ahead	U	G	50	10
7/1	Cut Thru Ahead	U	I	15	44
7/2	Cut Thru Ahead	U	I	15	44
8/1	E Circ Right Ahead	U	E	9	44
8/2	E Circ Right	U	E	9	44
9/1	N Circ Ahead	U	C	46	19
9/2	N Circ Right Ahead	U	C	46	19
10/1	A52 E Exit peds	U	K	40	23
10/2	A52 E Exit peds	U	K	40	23
11/1	W Circ Ahead	U	A	21	47
11/2	W Circ Right	U	A	21	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	104.4%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	104.4%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	37	-	-	1024	1900:1900	689+292	104.4 : 104.4%
1/3	A52 East Ahead	U	1	N/A	F		1	37	-	-	877	1900	849	103.2%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	27	-	-	578	1900:1900	626+626	46.2 : 46.2%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	27	-	-	578	1900:1900	514+574	53.1 : 53.1%
4/1	A52 West Ahead Left	U	1	N/A	B		1	48	-	-	1073	1900	1095	98.0%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	48	-	-	1519	1900:1900	834+687	99.9 : 99.9%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	17	-	-	685	1900:1900	263+402	102.9 : 102.9%
6/1	S Circ Left	U	1	N/A	G		1	45	-	-	603	1900	1028	56.6%
6/2	S Circ Ahead	U	1	N/A	G		1	45	-	-	867	1900	1028	81.4%
6/3	S Circ Right Ahead	U	1	N/A	G		1	45	-	-	1002	1900	1028	94.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	351	1900	671	52.3%
7/2	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	335	1900	671	50.0%

Detailed Input Data And Results

8/1	E Circ Right Ahead	U	1	N/A	E		1	35	-	-	308	1900	805	37.2%
8/2	E Circ Right	U	1	N/A	E		1	35	-	-	271	1900	805	33.7%
9/1	N Circ Ahead	U	1	N/A	C		1	58	-	-	1020	1900	1319	77.3%
9/2	N Circ Right Ahead	U	1	N/A	C		1	58	-	-	980	1900	1319	74.3%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1050	1900	1542	68.0%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1056	1900	1542	68.3%
11/1	W Circ Ahead	U	1	N/A	A		1	26	-	-	355	1900	604	58.4%
11/2	W Circ Right	U	1	N/A	A		1	26	-	-	306	1900	604	50.7%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1156	1900	1542	73.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1208	1900	1542	76.7%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	567	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	652	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	1	2	0	52.2	105.9	0.0	158.2	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	1	2	0	52.2	105.9	0.0	158.2	-	-	-	-	A52/ Bardills Island
1/2+1/1	1024	981	-	-	-	8.3	30.0	-	38.3	134.7	23.9	30.0	53.9	1/2+1/1
1/3	877	849	-	-	-	7.1	23.2	-	30.4	124.6	21.4	23.2	44.6	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	16.3	0.0	0.0	0.0	2/1
3/2+3/1	578	578	-	-	-	3.6	0.4	-	4.0	25.2	5.4	0.4	5.8	3/2+3/1
3/3+3/4	578	578	-	-	-	3.6	0.6	-	4.2	26.1	5.7	0.6	6.2	3/3+3/4
4/1	1073	1073	-	-	-	5.2	11.7	-	16.9	56.9	24.4	11.7	36.2	4/1
4/2+4/3	1519	1519	-	-	-	5.8	19.1	-	24.9	59.0	25.7	19.1	44.8	4/2+4/3
5/2+5/1	685	673	-	-	-	6.6	18.8	-	25.4	133.3	10.0	18.8	28.8	5/2+5/1
6/1	582	582	-	-	-	1.5	0.0	-	1.5	9.3	9.9	0.0	9.9	6/1
6/2	837	837	-	-	-	0.8	0.0	-	0.8	3.4	4.0	0.0	4.0	6/2
6/3	974	974	-	-	-	0.8	0.0	-	0.8	3.0	3.7	0.0	3.7	6/3
7/1	351	351	-	-	-	2.7	0.0	-	2.7	28.2	8.3	0.0	8.3	7/1
7/2	335	335	-	-	-	2.7	0.0	-	2.7	29.2	7.9	0.0	7.9	7/2
8/1	300	300	-	-	-	0.3	0.0	-	0.3	3.1	0.5	0.0	0.5	8/1
8/2	271	271	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1	8/2
9/1	1020	1020	-	-	-	0.7	0.0	-	0.7	2.6	3.9	0.0	3.9	9/1
9/2	980	980	-	-	-	0.7	0.0	-	0.7	2.5	3.6	0.0	3.6	9/2
10/1	1049	1049	-	-	-	0.1	1.1	-	1.1	3.8	0.6	1.1	1.7	10/1
10/2	1054	1054	-	-	-	0.1	1.1	-	1.2	4.1	1.7	1.1	2.8	10/2
11/1	352	352	-	-	-	0.8	0.0	-	0.8	8.5	7.2	0.0	7.2	11/1

Detailed Input Data And Results

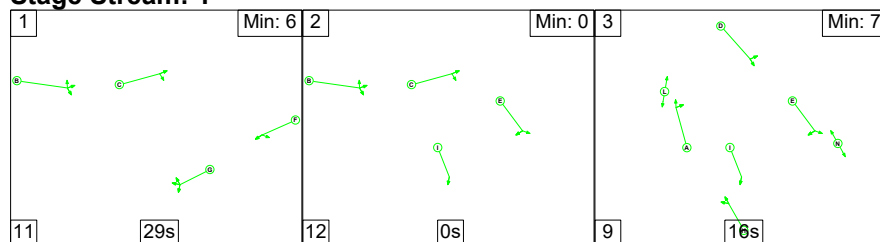
11/2	306	306	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	11/2
12/1	1126	1126	-	-	-	0.2	0.0	-	0.2	0.7	1.9	0.0	1.9	12/1
12/2	1183	1183	-	-	-	0.2	0.0	-	0.2	0.7	1.9	0.0	1.9	12/2
13/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%): -16.0Total Delay for Signalled Lanes (pcuHr): 155.36Cycle Time (s): 85 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%): 17.3Total Delay for Signalled Lanes (pcuHr): 0.46Cycle Time (s): 85 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%): 31.7Total Delay for Signalled Lanes (pcuHr): 2.33Cycle Time (s): 85 PRC Over All Lanes (%): -16.0Total Delay Over All Lanes(pcuHr): 158.16														

Detailed Input Data And Results

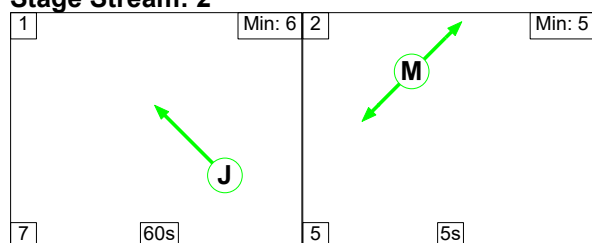
Scenario 4: '10' (FG10: '2041 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

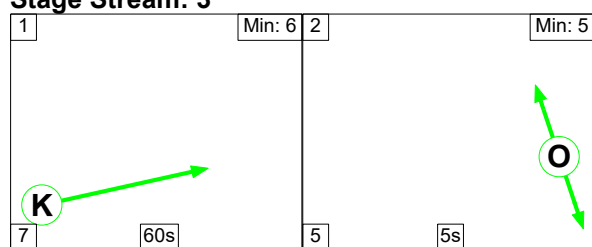
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

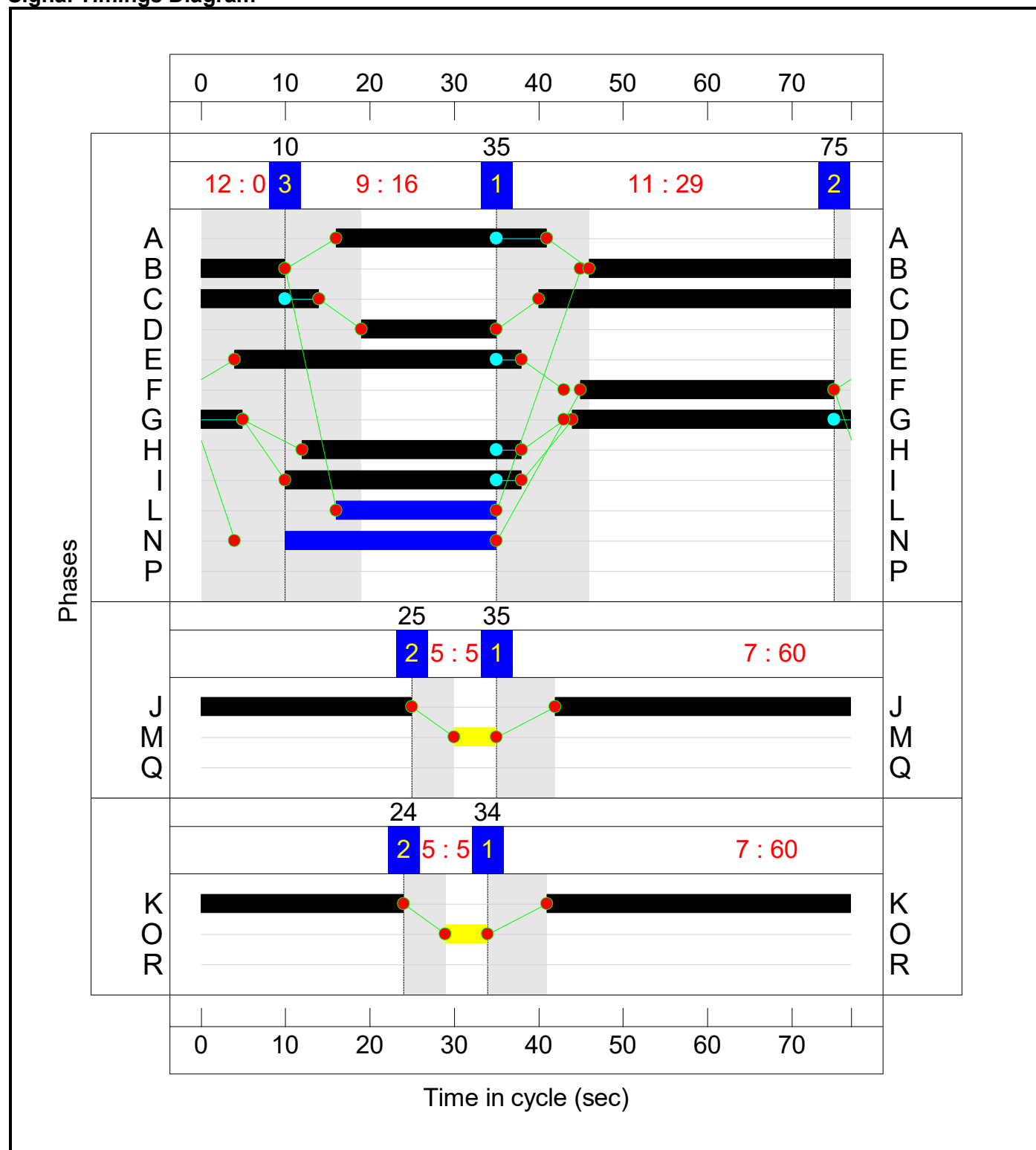
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

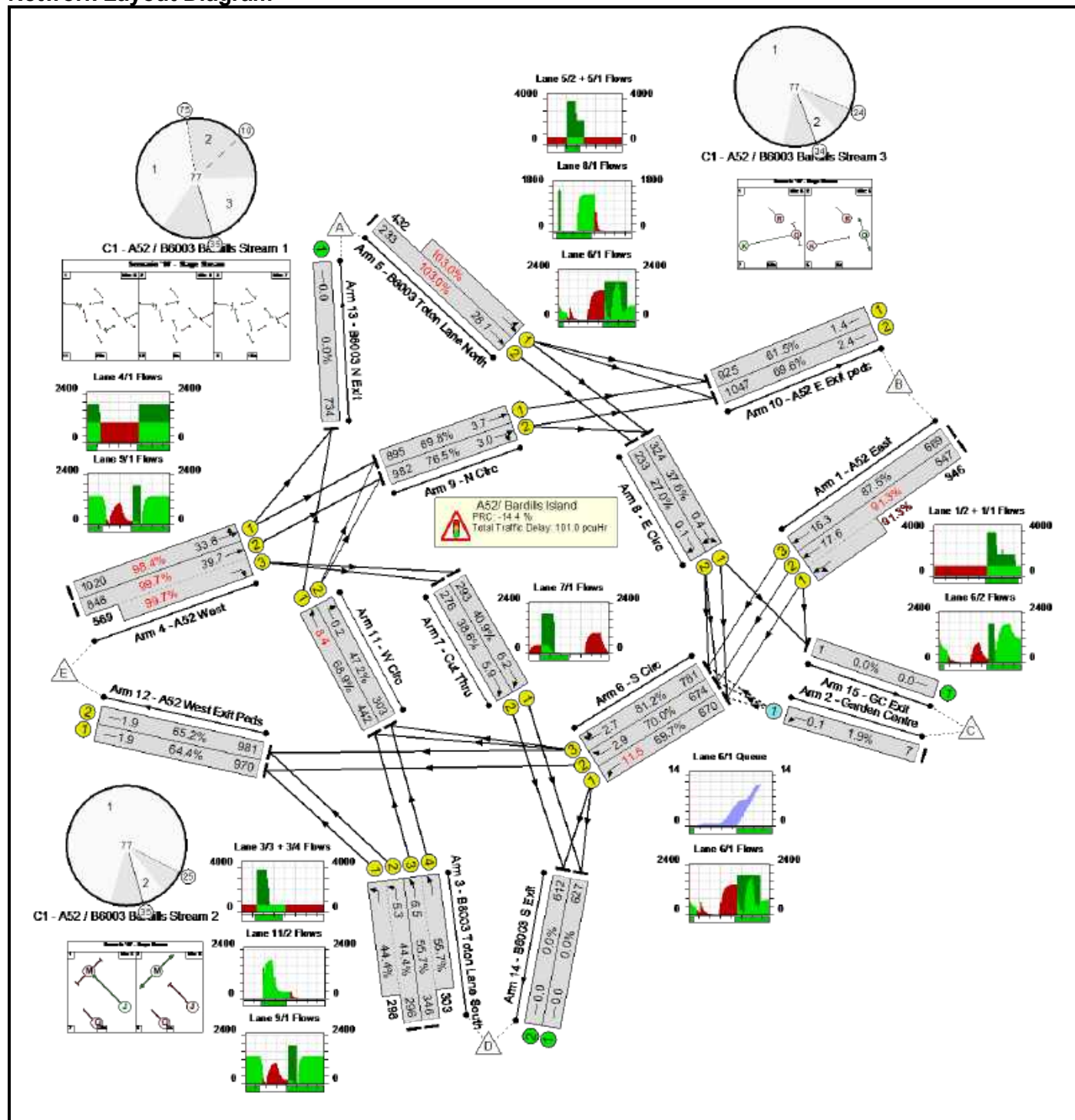
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	103.0%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	103.0%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	893	1900:1900	599+379	91.3 : 91.3%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	669	1900	765	87.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	592	1900:1900	666+666	44.4 : 44.4%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	649	1900:1900	621+544	55.7 : 55.7%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	1020	1900	1036	98.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1415	1900:1900	849+571	99.7 : 99.7%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	665	1900:1900	226+419	103.0 : 103.0%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	680	1900	962	69.7%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	674	1900	962	70.0%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	781	1900	962	81.2%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	293	1900	716	40.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	276	1900	716	38.6%

Detailed Input Data And Results

8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	334	1900	864	37.6%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	233	1900	864	27.0%
9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	895	1900	1283	69.8%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	982	1900	1283	76.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	926	1900	1505	61.5%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1049	1900	1505	69.6%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	442	1900	642	68.9%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	303	1900	642	47.2%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	970	1900	1505	64.4%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	981	1900	1505	65.2%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	734	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	632	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	617	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

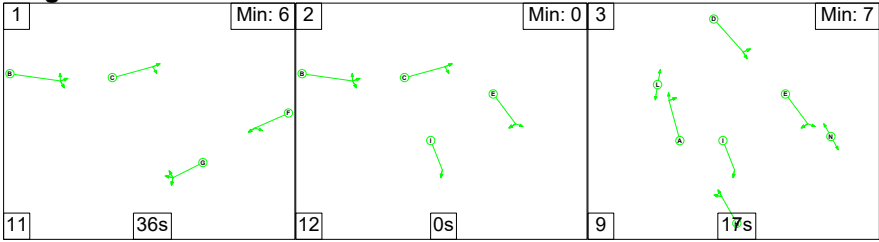
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	2	5	0	41.4	59.6	0.0	101.0	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	2	5	0	41.4	59.6	0.0	101.0	-	-	-	-	A52/ Bardills Island
1/2+1/1	893	893	-	-	-	4.8	4.7	-	9.5	38.2	12.9	4.7	17.6	1/2+1/1
1/3	669	669	-	-	-	3.9	3.3	-	7.2	38.8	13.0	3.3	16.3	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	2/1
3/2+3/1	592	592	-	-	-	3.2	0.4	-	3.6	21.7	4.9	0.4	5.3	3/2+3/1
3/3+3/4	649	649	-	-	-	3.5	0.6	-	4.2	23.1	5.9	0.6	6.5	3/3+3/4
4/1	1020	1020	-	-	-	4.9	12.4	-	17.3	60.9	21.2	12.4	33.6	4/1
4/2+4/3	1415	1415	-	-	-	5.4	17.7	-	23.1	58.8	22.0	17.7	39.7	4/2+4/3
5/2+5/1	665	652	-	-	-	5.8	18.6	-	24.3	131.8	9.5	18.6	28.1	5/2+5/1
6/1	670	670	-	-	-	1.7	0.0	-	1.7	8.9	11.5	0.0	11.5	6/1
6/2	674	674	-	-	-	0.6	0.0	-	0.6	3.0	2.9	0.0	2.9	6/2
6/3	781	781	-	-	-	0.5	0.0	-	0.5	2.5	2.7	0.0	2.7	6/3
7/1	293	293	-	-	-	1.9	0.0	-	1.9	23.0	6.2	0.0	6.2	7/1
7/2	276	276	-	-	-	1.8	0.0	-	1.8	24.0	5.9	0.0	5.9	7/2
8/1	324	324	-	-	-	0.2	0.0	-	0.2	2.6	0.4	0.0	0.4	8/1
8/2	233	233	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1	8/2
9/1	895	895	-	-	-	0.8	0.0	-	0.8	3.0	3.7	0.0	3.7	9/1
9/2	982	982	-	-	-	0.6	0.0	-	0.6	2.2	3.0	0.0	3.0	9/2
10/1	925	925	-	-	-	0.1	0.8	-	0.9	3.4	0.6	0.8	1.4	10/1
10/2	1047	1047	-	-	-	0.2	1.1	-	1.3	4.4	1.2	1.1	2.4	10/2
11/1	442	442	-	-	-	1.0	0.0	-	1.0	8.2	8.4	0.0	8.4	11/1

Detailed Input Data And Results

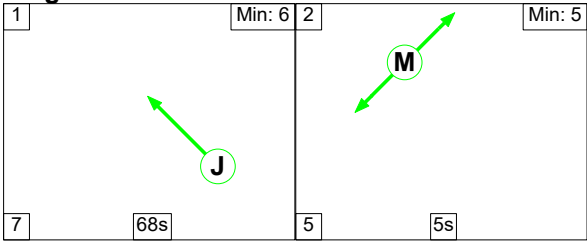
11/2	303	303	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	11/2
12/1	970	970	-	-	-	0.3	0.0	-	0.3	1.0	1.9	0.0	1.9	12/1
12/2	981	981	-	-	-	0.3	0.0	-	0.3	0.9	1.9	0.0	1.9	12/2
13/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%):-14.4Total Delay for Signalled Lanes (pcuHr):98.35Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)38.1Total Delay for Signalled Lanes (pcuHr):0.51Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)29.4Total Delay for Signalled Lanes (pcuHr):2.15Cycle Time (s):77 PRC Over All Lanes (%):-14.4Total Delay Over All Lanes(pcuHr):101.04														

Stage Sequence Diagram

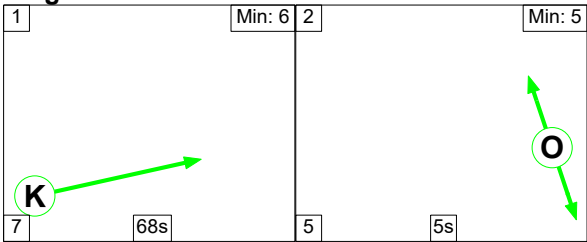
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	36	0	17
Change Point	41	3	15

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

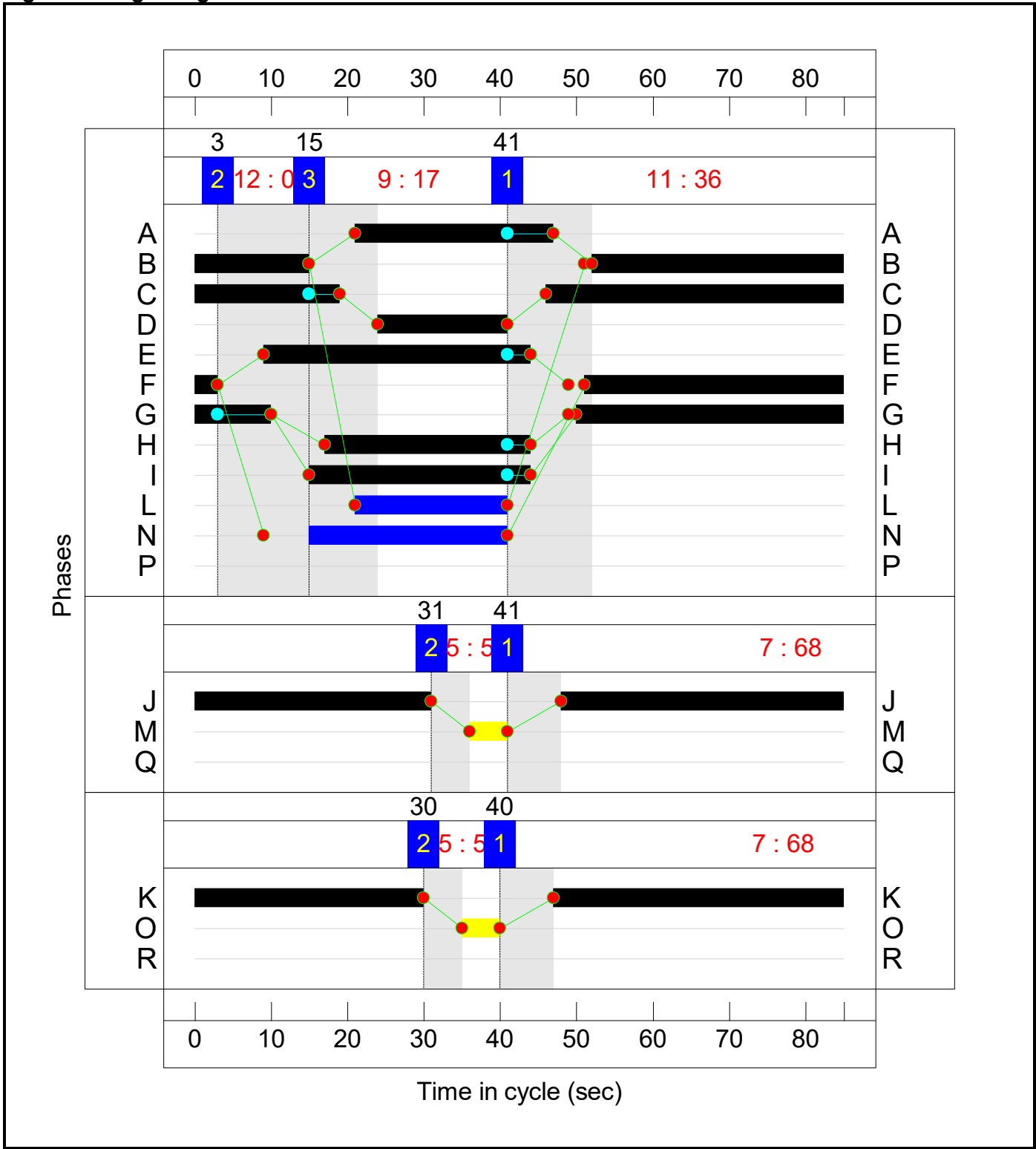
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	40	30

Phase Timings

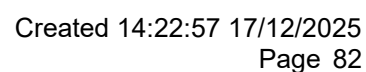
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	26	21	47
B	A52 West Right Ahead Left	Traffic	1	48	52	15
C	N Circ Right Ahead	Traffic	1	58	46	19
D	B6003 Toton Lane North Ahead Left	Traffic	1	17	24	41
E	E Circ Right Ahead	Traffic	1	35	9	44
F	A52 East Ahead Left	Traffic	1	37	51	3
G	S Circ Right Ahead Left (25)	Traffic	1	45	50	10
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	27	17	44
I	Cut Thru Ahead (29)	Traffic	1	29	15	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	47	30
L	Pedestrians across	Pedestrian	1	20	21	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	26	15	41
O	Pedestrians across	Pedestrian	3	5	35	40
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	51	3
1/2	A52 East Ahead	U	F	51	3
1/3	A52 East Ahead	U	F	51	3
3/1	B6003 Toton Lane South Left	U	H	17	44
3/2	B6003 Toton Lane South Left	U	H	17	44
3/3	B6003 Toton Lane South Ahead	U	H	17	44
3/4	B6003 Toton Lane South Ahead	U	H	17	44
4/1	A52 West Ahead Left	U	B	52	15
4/2	A52 West Ahead	U	B	52	15
4/3	A52 West Right	U	B	52	15
5/1	B6003 Toton Lane North Ahead Left	U	D	24	41
5/2	B6003 Toton Lane North Ahead	U	D	24	41
6/1	S Circ Left	U	G	50	10
6/2	S Circ Ahead	U	G	50	10
6/3	S Circ Right Ahead	U	G	50	10
7/1	Cut Thru Ahead	U	I	15	44
7/2	Cut Thru Ahead	U	I	15	44
8/1	E Circ Right Ahead	U	E	9	44
8/2	E Circ Right	U	E	9	44
9/1	N Circ Ahead	U	C	46	19
9/2	N Circ Right Ahead	U	C	46	19
10/1	A52 E Exit peds	U	K	47	30
10/2	A52 E Exit peds	U	K	47	30
11/1	W Circ Ahead	U	A	21	47
11/2	W Circ Right	U	A	21	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	97.2%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	97.2%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	37	-	-	958	1900:1900	684+302	97.2 : 97.2%
1/3	A52 East Ahead	U	1	N/A	F		1	37	-	-	813	1900	849	95.7%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	329	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	27	-	-	579	1900:1900	626+626	46.2 : 46.3%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	27	-	-	597	1900:1900	458+578	57.7 : 57.7%
4/1	A52 West Ahead Left	U	1	N/A	B		1	48	-	-	982	1900	1095	89.7%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	48	-	-	1425	1900:1900	834+688	93.7 : 93.7%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	17	-	-	637	1900:1900	262+402	95.9 : 95.9%
6/1	S Circ Left	U	1	N/A	G		1	45	-	-	571	1900	1028	55.5%
6/2	S Circ Ahead	U	1	N/A	G		1	45	-	-	806	1900	1028	78.4%
6/3	S Circ Right Ahead	U	1	N/A	G		1	45	-	-	925	1900	1028	90.0%
7/1	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	330	1900	671	49.2%
7/2	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	314	1900	671	46.8%

Detailed Input Data And Results

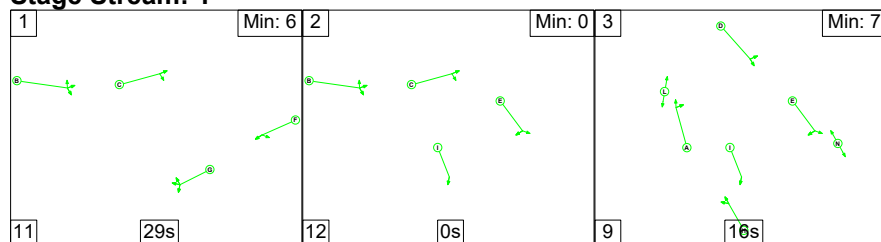
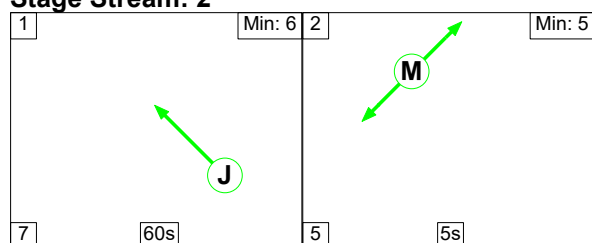
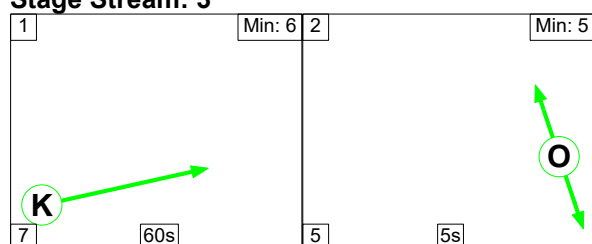
8/1	E Circ Right Ahead	U	1	N/A	E		1	35	-	-	287	1900	805	35.7%
8/2	E Circ Right	U	1	N/A	E		1	35	-	-	251	1900	805	31.2%
9/1	N Circ Ahead	U	1	N/A	C		1	58	-	-	953	1900	1319	72.3%
9/2	N Circ Right Ahead	U	1	N/A	C		1	58	-	-	948	1900	1319	71.9%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1000	1900	1542	64.8%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1000	1900	1542	64.8%
11/1	W Circ Ahead	U	1	N/A	A		1	26	-	-	340	1900	604	56.3%
11/2	W Circ Right	U	1	N/A	A		1	26	-	-	334	1900	604	55.3%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1096	1900	1542	71.1%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1137	1900	1542	73.7%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	536	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	615	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	600	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	1	2	0	44.3	38.9	0.0	83.2	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	1	2	0	44.3	38.9	0.0	83.2	-	-	-	-	A52/ Bardills Island
1/2+1/1	958	958	-	-	-	5.5	10.0	-	15.5	58.3	18.7	10.0	28.7	1/2+1/1
1/3	813	813	-	-	-	5.1	7.8	-	12.9	57.3	18.5	7.8	26.3	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	16.3	0.0	0.0	0.0	2/1
3/2+3/1	579	579	-	-	-	3.6	0.4	-	4.1	25.2	5.4	0.4	5.8	3/2+3/1
3/3+3/4	597	597	-	-	-	3.8	0.7	-	4.5	26.8	6.4	0.7	7.1	3/3+3/4
4/1	982	982	-	-	-	4.3	4.0	-	8.3	30.6	20.2	4.0	24.2	4/1
4/2+4/3	1425	1425	-	-	-	4.9	6.5	-	11.4	28.9	16.9	6.5	23.5	4/2+4/3
5/2+5/1	637	637	-	-	-	5.7	7.6	-	13.2	74.8	9.0	7.6	16.6	5/2+5/1
6/1	571	571	-	-	-	1.3	0.0	-	1.3	8.5	9.7	0.0	9.7	6/1
6/2	806	806	-	-	-	0.7	0.0	-	0.7	3.1	3.7	0.0	3.7	6/2
6/3	925	925	-	-	-	0.6	0.0	-	0.6	2.4	3.1	0.0	3.1	6/3
7/1	330	330	-	-	-	2.7	0.0	-	2.7	29.1	7.8	0.0	7.8	7/1
7/2	314	314	-	-	-	2.6	0.0	-	2.6	30.1	7.4	0.0	7.4	7/2
8/1	287	287	-	-	-	0.2	0.0	-	0.2	2.1	0.4	0.0	0.4	8/1
8/2	251	251	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1	8/2
9/1	953	953	-	-	-	0.8	0.0	-	0.8	2.9	4.0	0.0	4.0	9/1
9/2	948	948	-	-	-	0.8	0.0	-	0.8	2.9	4.0	0.0	4.0	9/2
10/1	1000	1000	-	-	-	0.1	0.9	-	1.0	3.7	0.9	0.9	1.8	10/1
10/2	1000	1000	-	-	-	0.1	0.9	-	1.0	3.8	1.1	0.9	2.0	10/2
11/1	340	340	-	-	-	0.8	0.0	-	0.8	8.3	6.9	0.0	6.9	11/1

Detailed Input Data And Results

11/2	334	334	-	-	-	0.2	0.0	-	0.2	1.7	0.2	0.0	0.2	11/2
12/1	1096	1096	-	-	-	0.2	0.0	-	0.2	0.8	1.9	0.0	1.9	12/1
12/2	1137	1137	-	-	-	0.2	0.0	-	0.2	0.7	1.9	0.0	1.9	12/2
13/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%):-8.0Total Delay for Signalled Lanes (pcuHr):80.62Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)22.1Total Delay for Signalled Lanes (pcuHr):0.46Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)38.8Total Delay for Signalled Lanes (pcuHr):2.07Cycle Time (s):85 PRC Over All Lanes (%):-8.0Total Delay Over All Lanes(pcuHr):83.16														

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Timings****Stage Stream: 1**

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

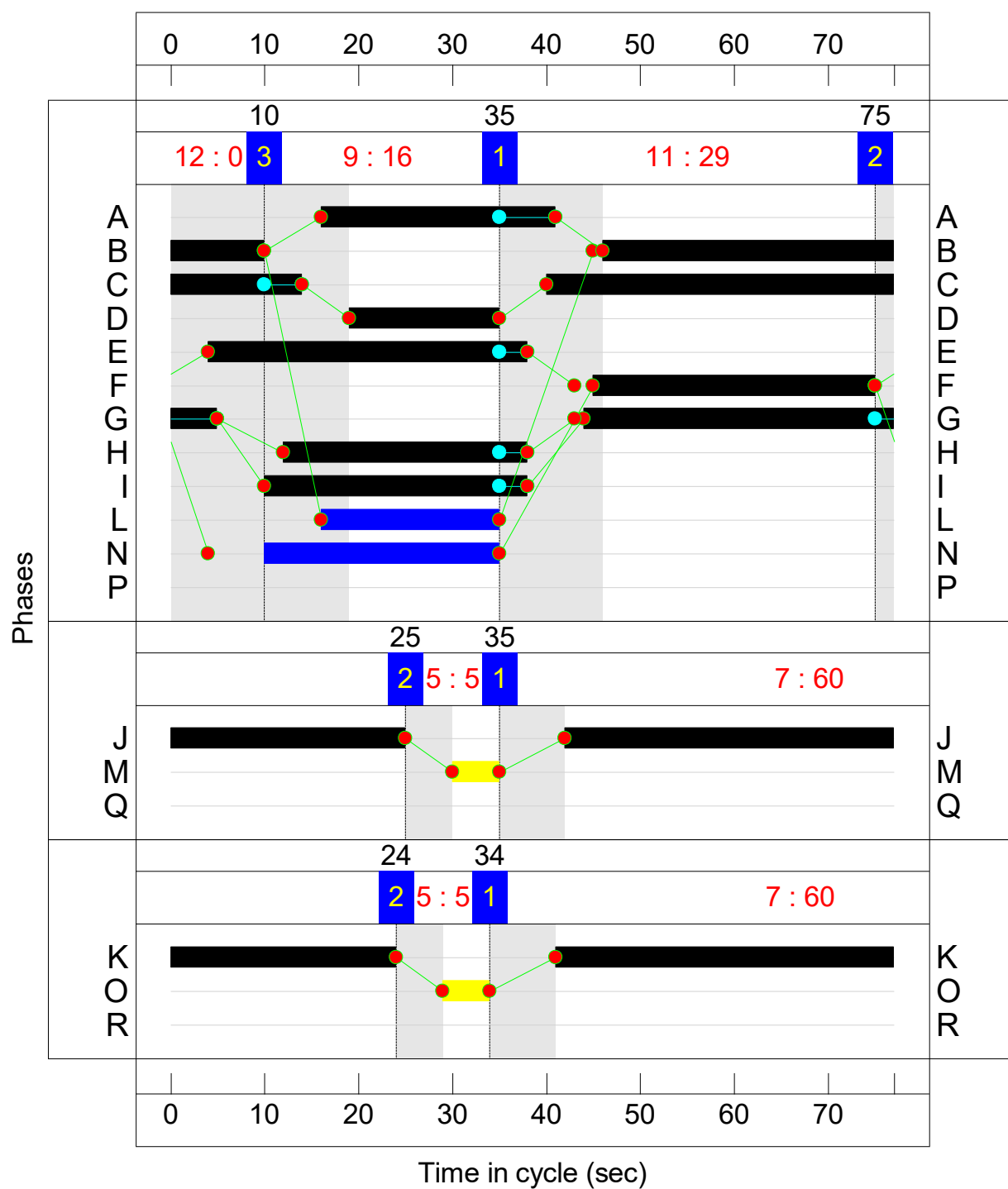
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

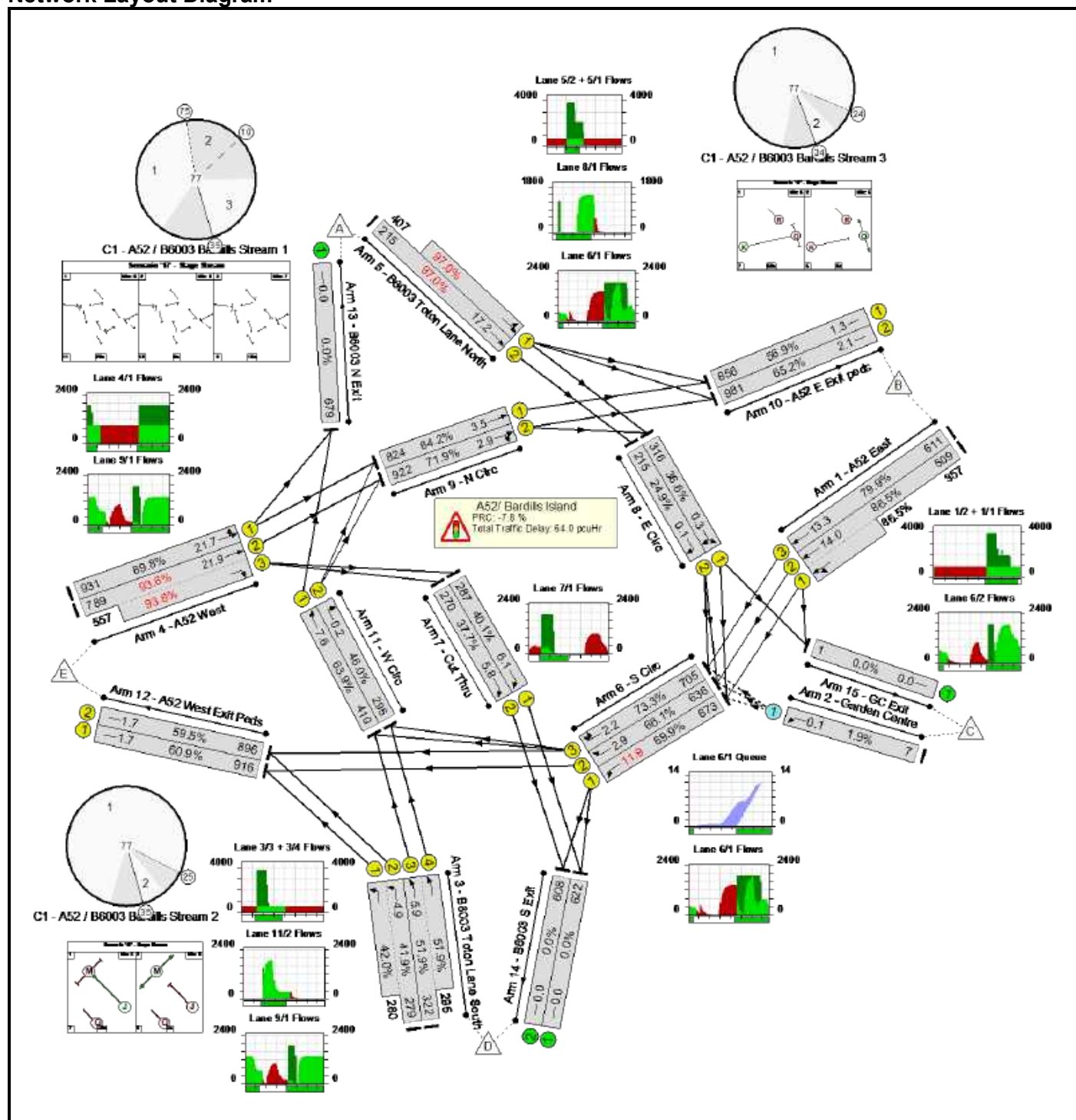
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	97.0%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	97.0%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	866	1900:1900	588+413	86.5 : 86.5%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	611	1900	765	79.9%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	559	1900:1900	666+666	41.9 : 42.0%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	617	1900:1900	620+568	51.9 : 51.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	931	1900	1036	89.8%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1346	1900:1900	843+595	93.6 : 93.6%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	622	1900:1900	222+419	97.0 : 97.0%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	673	1900	962	69.9%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	636	1900	962	66.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	705	1900	962	73.3%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	287	1900	716	40.1%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	270	1900	716	37.7%

Detailed Input Data And Results

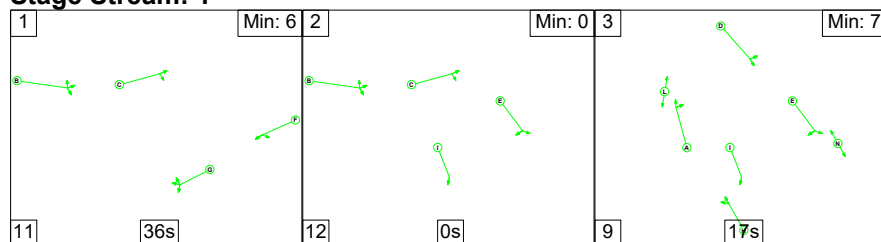
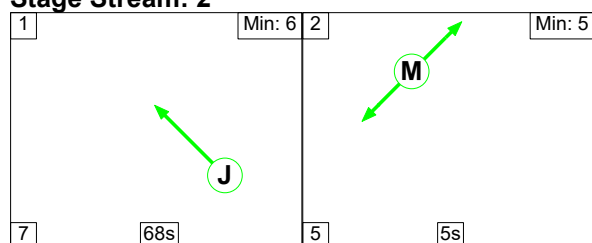
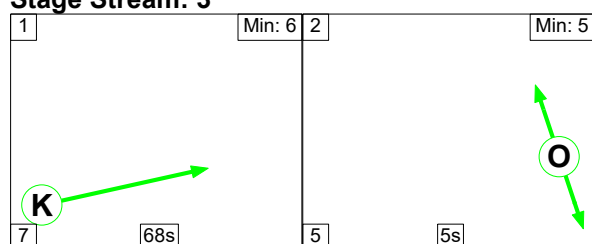
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	316	1900	864	36.6%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	215	1900	864	24.9%
9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	824	1900	1283	64.2%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	922	1900	1283	71.9%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	856	1900	1505	56.9%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	981	1900	1505	65.2%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	410	1900	642	63.9%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	295	1900	642	46.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	916	1900	1505	60.9%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	896	1900	1505	59.5%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	679	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	622	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	608	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	2	5	0	37.5	26.6	0.0	64.0	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	2	5	0	37.5	26.6	0.0	64.0	-	-	-	-	A52/ Bardills Island
1/2+1/1	866	866	-	-	-	4.4	3.1	-	7.5	31.2	11.0	3.1	14.0	1/2+1/1
1/3	611	611	-	-	-	3.4	1.9	-	5.4	31.7	11.4	1.9	13.3	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	2/1
3/2+3/1	559	559	-	-	-	3.0	0.4	-	3.3	21.4	4.5	0.4	4.9	3/2+3/1
3/3+3/4	617	617	-	-	-	3.3	0.5	-	3.9	22.5	5.4	0.5	5.9	3/3+3/4
4/1	931	931	-	-	-	4.0	4.1	-	8.1	31.4	17.6	4.1	21.7	4/1
4/2+4/3	1346	1346	-	-	-	4.8	6.4	-	11.1	29.8	15.6	6.4	21.9	4/2+4/3
5/2+5/1	622	622	-	-	-	4.9	8.6	-	13.5	78.3	8.6	8.6	17.2	5/2+5/1
6/1	673	673	-	-	-	1.6	0.0	-	1.6	8.5	11.9	0.0	11.9	6/1
6/2	636	636	-	-	-	0.5	0.0	-	0.5	3.1	2.9	0.0	2.9	6/2
6/3	705	705	-	-	-	0.4	0.0	-	0.4	2.3	2.2	0.0	2.2	6/3
7/1	287	287	-	-	-	1.9	0.0	-	1.9	23.8	6.1	0.0	6.1	7/1
7/2	270	270	-	-	-	1.9	0.0	-	1.9	24.8	5.8	0.0	5.8	7/2
8/1	316	316	-	-	-	0.2	0.0	-	0.2	2.1	0.3	0.0	0.3	8/1
8/2	215	215	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1	8/2
9/1	824	824	-	-	-	0.7	0.0	-	0.7	3.1	3.5	0.0	3.5	9/1
9/2	922	922	-	-	-	0.6	0.0	-	0.6	2.3	2.9	0.0	2.9	9/2
10/1	856	856	-	-	-	0.1	0.7	-	0.7	3.1	0.6	0.7	1.3	10/1
10/2	981	981	-	-	-	0.1	0.9	-	1.1	3.9	1.1	0.9	2.1	10/2
11/1	410	410	-	-	-	0.9	0.0	-	0.9	8.0	7.6	0.0	7.6	11/1

Detailed Input Data And Results

11/2	295	295	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	11/2
12/1	916	916	-	-	-	0.2	0.0	-	0.2	0.9	1.7	0.0	1.7	12/1
12/2	896	896	-	-	-	0.2	0.0	-	0.2	0.9	1.7	0.0	1.7	12/2
13/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%):-7.8Total Delay for Signalled Lanes (pcuHr):61.75Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)47.9Total Delay for Signalled Lanes (pcuHr):0.44Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)38.1Total Delay for Signalled Lanes (pcuHr):1.80Cycle Time (s):77 PRC Over All Lanes (%):-7.8Total Delay Over All Lanes(pcuHr):64.02														

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Timings****Stage Stream: 1**

Stage	1	2	3
Duration	36	0	17
Change Point	41	3	15

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

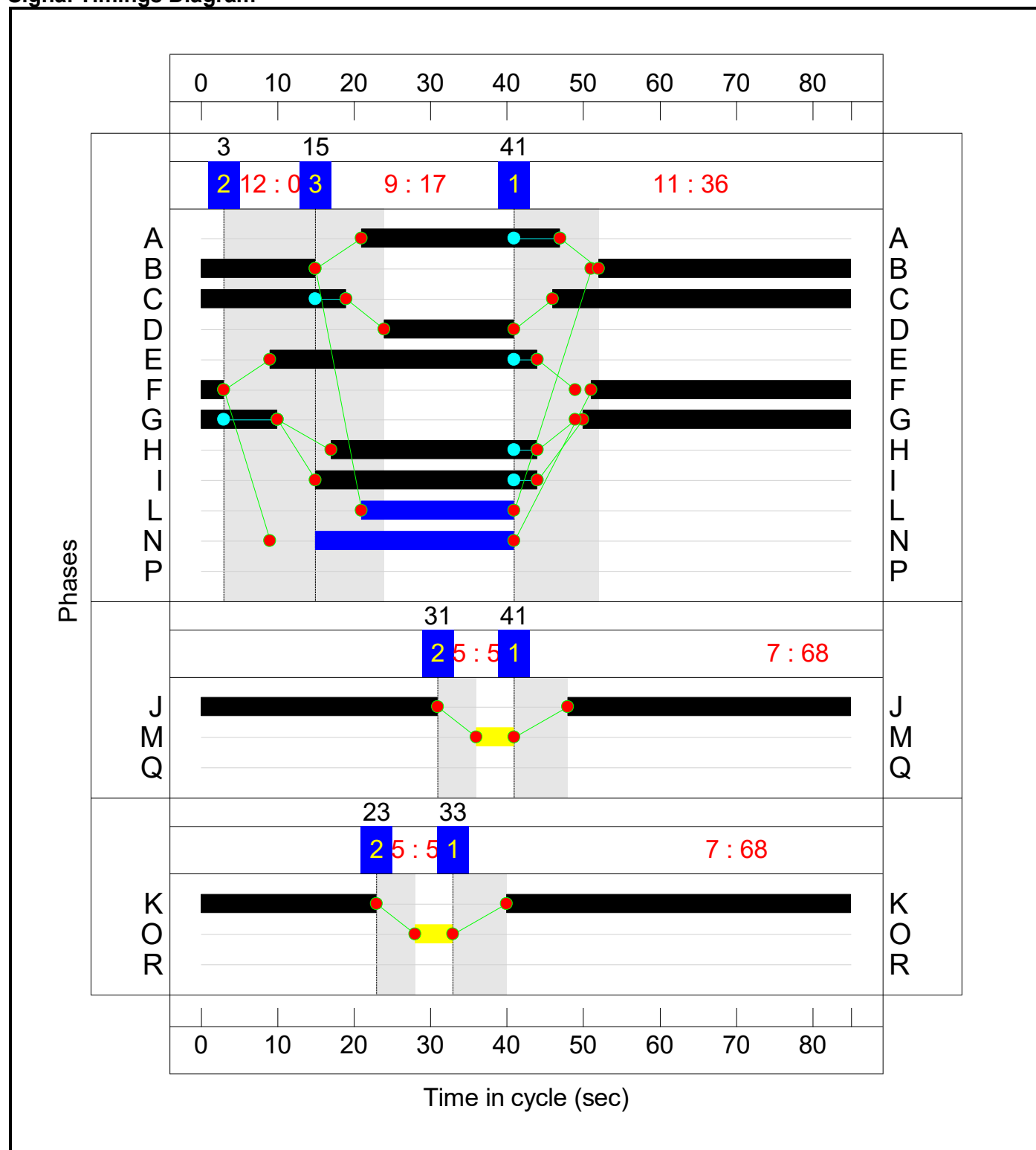
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	33	23

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	26	21	47
B	A52 West Right Ahead Left	Traffic	1	48	52	15
C	N Circ Right Ahead	Traffic	1	58	46	19
D	B6003 Toton Lane North Ahead Left	Traffic	1	17	24	41
E	E Circ Right Ahead	Traffic	1	35	9	44
F	A52 East Ahead Left	Traffic	1	37	51	3
G	S Circ Right Ahead Left (25)	Traffic	1	45	50	10
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	27	17	44
I	Cut Thru Ahead (29)	Traffic	1	29	15	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	40	23
L	Pedestrians across	Pedestrian	1	20	21	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	26	15	41
O	Pedestrians across	Pedestrian	3	5	28	33
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

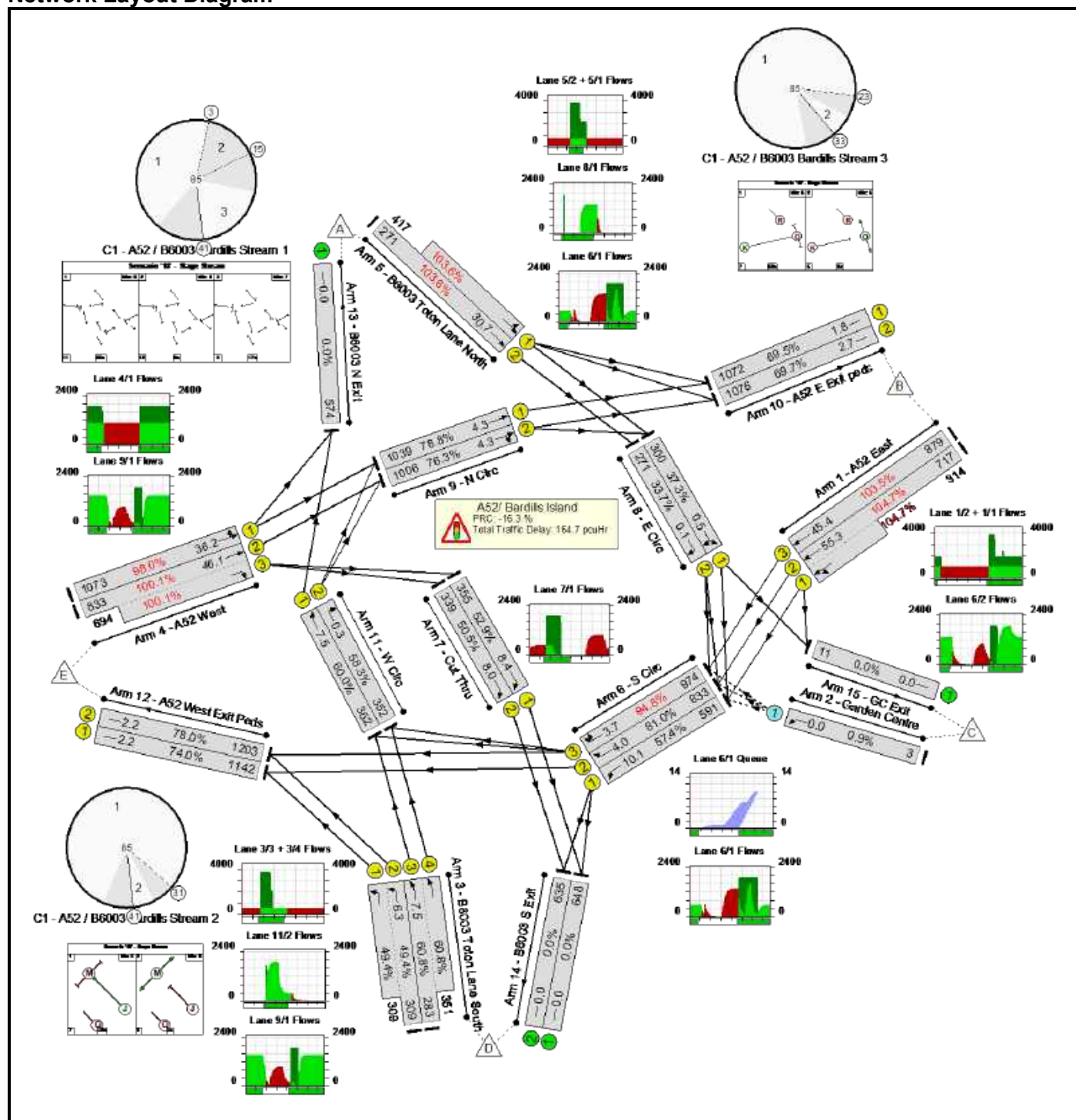
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	51	3
1/2	A52 East Ahead	U	F	51	3
1/3	A52 East Ahead	U	F	51	3
3/1	B6003 Toton Lane South Left	U	H	17	44
3/2	B6003 Toton Lane South Left	U	H	17	44
3/3	B6003 Toton Lane South Ahead	U	H	17	44
3/4	B6003 Toton Lane South Ahead	U	H	17	44
4/1	A52 West Ahead Left	U	B	52	15
4/2	A52 West Ahead	U	B	52	15
4/3	A52 West Right	U	B	52	15
5/1	B6003 Toton Lane North Ahead Left	U	D	24	41
5/2	B6003 Toton Lane North Ahead	U	D	24	41
6/1	S Circ Left	U	G	50	10
6/2	S Circ Ahead	U	G	50	10
6/3	S Circ Right Ahead	U	G	50	10
7/1	Cut Thru Ahead	U	I	15	44
7/2	Cut Thru Ahead	U	I	15	44
8/1	E Circ Right Ahead	U	E	9	44
8/2	E Circ Right	U	E	9	44
9/1	N Circ Ahead	U	C	46	19
9/2	N Circ Right Ahead	U	C	46	19
10/1	A52 E Exit peds	U	K	40	23
10/2	A52 E Exit peds	U	K	40	23
11/1	W Circ Ahead	U	A	21	47
11/2	W Circ Right	U	A	21	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	104.7%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	104.7%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	37	-	-	1031	1900:1900	685+300	104.7 : 104.7%
1/3	A52 East Ahead	U	1	N/A	F		1	37	-	-	879	1900	849	103.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	27	-	-	618	1900:1900	626+626	49.4 : 49.4%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	27	-	-	634	1900:1900	465+577	60.8 : 60.8%
4/1	A52 West Ahead Left	U	1	N/A	B		1	48	-	-	1073	1900	1095	98.0%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	48	-	-	1527	1900:1900	832+693	100.1 : 100.1%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	17	-	-	688	1900:1900	261+402	103.6 : 103.6%
6/1	S Circ Left	U	1	N/A	G		1	45	-	-	615	1900	1028	57.4%
6/2	S Circ Ahead	U	1	N/A	G		1	45	-	-	865	1900	1028	81.0%
6/3	S Circ Right Ahead	U	1	N/A	G		1	45	-	-	1004	1900	1028	94.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	355	1900	671	52.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	339	1900	671	50.5%

Detailed Input Data And Results

8/1	E Circ Right Ahead	U	1	N/A	E		1	35	-	-	311	1900	805	37.3%
8/2	E Circ Right	U	1	N/A	E		1	35	-	-	271	1900	805	33.7%
9/1	N Circ Ahead	U	1	N/A	C		1	58	-	-	1039	1900	1319	78.8%
9/2	N Circ Right Ahead	U	1	N/A	C		1	58	-	-	1007	1900	1319	76.3%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1073	1900	1542	69.5%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1079	1900	1542	69.7%
11/1	W Circ Ahead	U	1	N/A	A		1	26	-	-	365	1900	604	60.0%
11/2	W Circ Right	U	1	N/A	A		1	26	-	-	352	1900	604	58.3%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1174	1900	1542	74.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1230	1900	1542	78.0%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	577	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	661	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	648	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

Detailed Input Data And Results

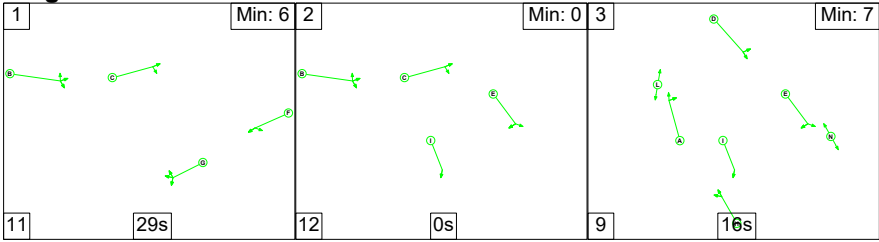
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	1	2	0	53.9	110.8	0.0	164.7	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	1	2	0	53.9	110.8	0.0	164.7	-	-	-	-	A52/ Bardills Island
1/2+1/1	1031	985	-	-	-	8.5	31.2	-	39.7	138.5	24.1	31.2	55.3	1/2+1/1
1/3	879	849	-	-	-	7.2	24.0	-	31.2	127.8	21.5	24.0	45.4	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	16.3	0.0	0.0	0.0	2/1
3/2+3/1	618	618	-	-	-	3.9	0.5	-	4.4	25.7	5.8	0.5	6.3	3/2+3/1
3/3+3/4	634	634	-	-	-	4.1	0.8	-	4.8	27.4	6.7	0.8	7.5	3/3+3/4
4/1	1073	1073	-	-	-	5.2	11.7	-	16.9	56.9	24.4	11.7	36.2	4/1
4/2+4/3	1527	1526	-	-	-	5.9	19.9	-	25.8	60.8	26.2	19.9	46.1	4/2+4/3
5/2+5/1	688	673	-	-	-	6.8	20.5	-	27.2	142.5	10.2	20.5	30.7	5/2+5/1
6/1	591	591	-	-	-	1.5	0.0	-	1.5	9.2	10.1	0.0	10.1	6/1
6/2	833	833	-	-	-	0.8	0.0	-	0.8	3.4	4.0	0.0	4.0	6/2
6/3	974	974	-	-	-	0.8	0.0	-	0.8	3.0	3.7	0.0	3.7	6/3
7/1	355	355	-	-	-	2.8	0.0	-	2.8	28.2	8.4	0.0	8.4	7/1
7/2	339	339	-	-	-	2.7	0.0	-	2.7	29.2	8.0	0.0	8.0	7/2
8/1	300	300	-	-	-	0.3	0.0	-	0.3	3.1	0.5	0.0	0.5	8/1
8/2	271	271	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1	8/2
9/1	1039	1039	-	-	-	0.8	0.0	-	0.8	2.8	4.3	0.0	4.3	9/1
9/2	1006	1006	-	-	-	0.8	0.0	-	0.8	2.9	4.3	0.0	4.3	9/2
10/1	1072	1072	-	-	-	0.1	1.1	-	1.2	4.0	0.7	1.1	1.8	10/1
10/2	1076	1076	-	-	-	0.1	1.1	-	1.3	4.3	1.6	1.1	2.7	10/2
11/1	362	362	-	-	-	0.8	0.0	-	0.8	8.3	7.5	0.0	7.5	11/1

Detailed Input Data And Results

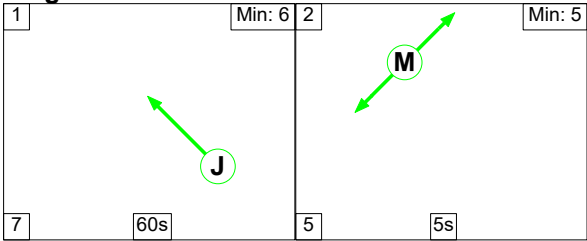
11/2	352	352	-	-	-	0.2	0.0	-	0.2	1.7	0.3	0.0	0.3	11/2
12/1	1142	1142	-	-	-	0.3	0.0	-	0.3	0.9	2.2	0.0	2.2	12/1
12/2	1203	1203	-	-	-	0.3	0.0	-	0.3	0.9	2.2	0.0	2.2	12/2
13/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%):-16.3Total Delay for Signalled Lanes (pcuHr):161.64Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)15.4Total Delay for Signalled Lanes (pcuHr):0.58Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)29.1Total Delay for Signalled Lanes (pcuHr):2.47Cycle Time (s):85 PRC Over All Lanes (%):-16.3Total Delay Over All Lanes(pcuHr):164.70														

Stage Sequence Diagram

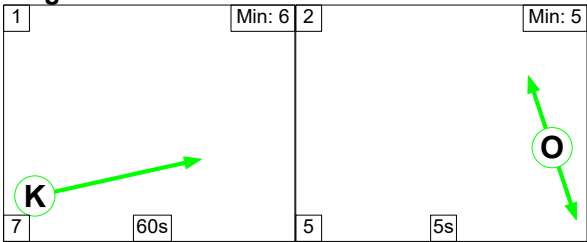
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

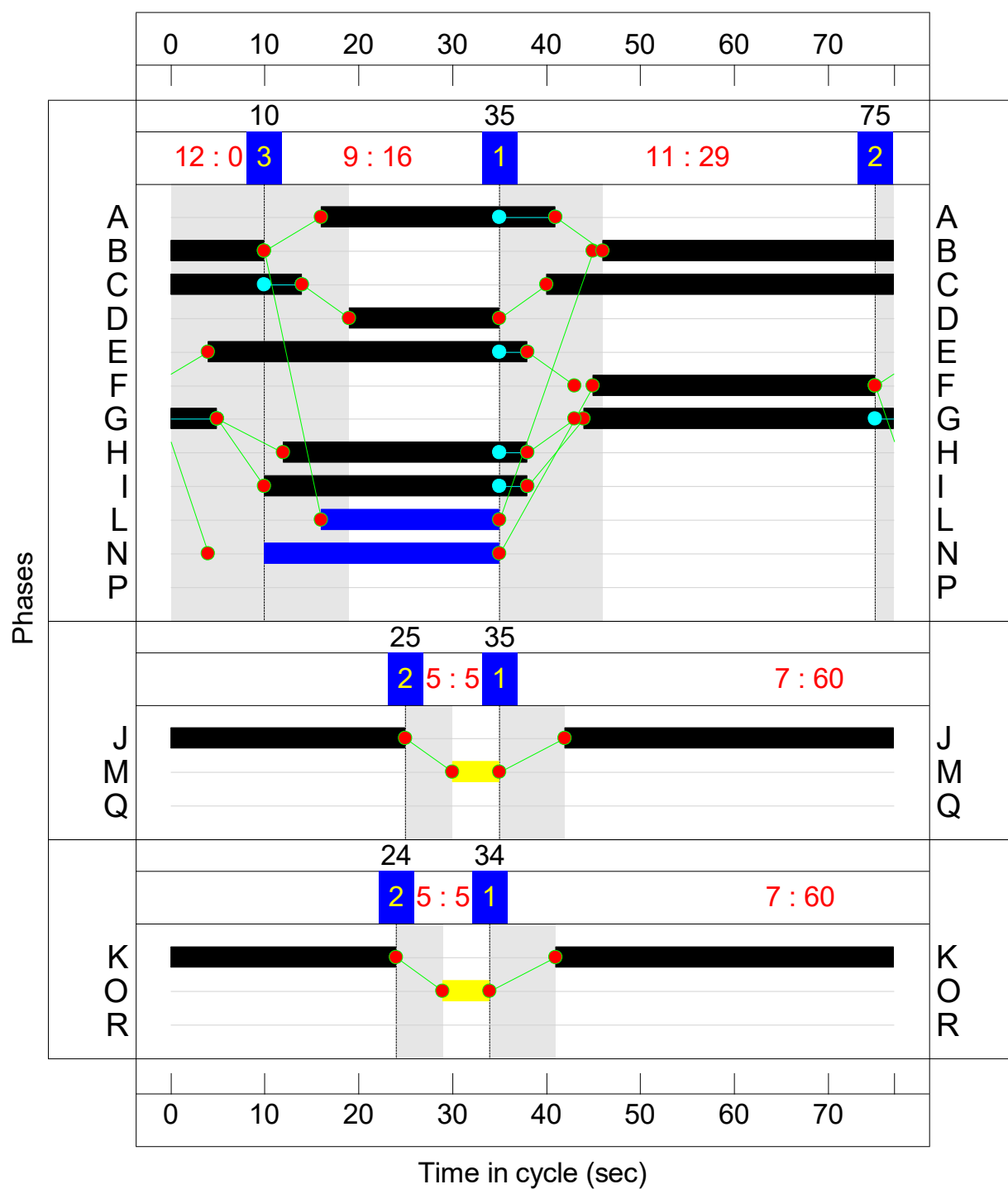
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

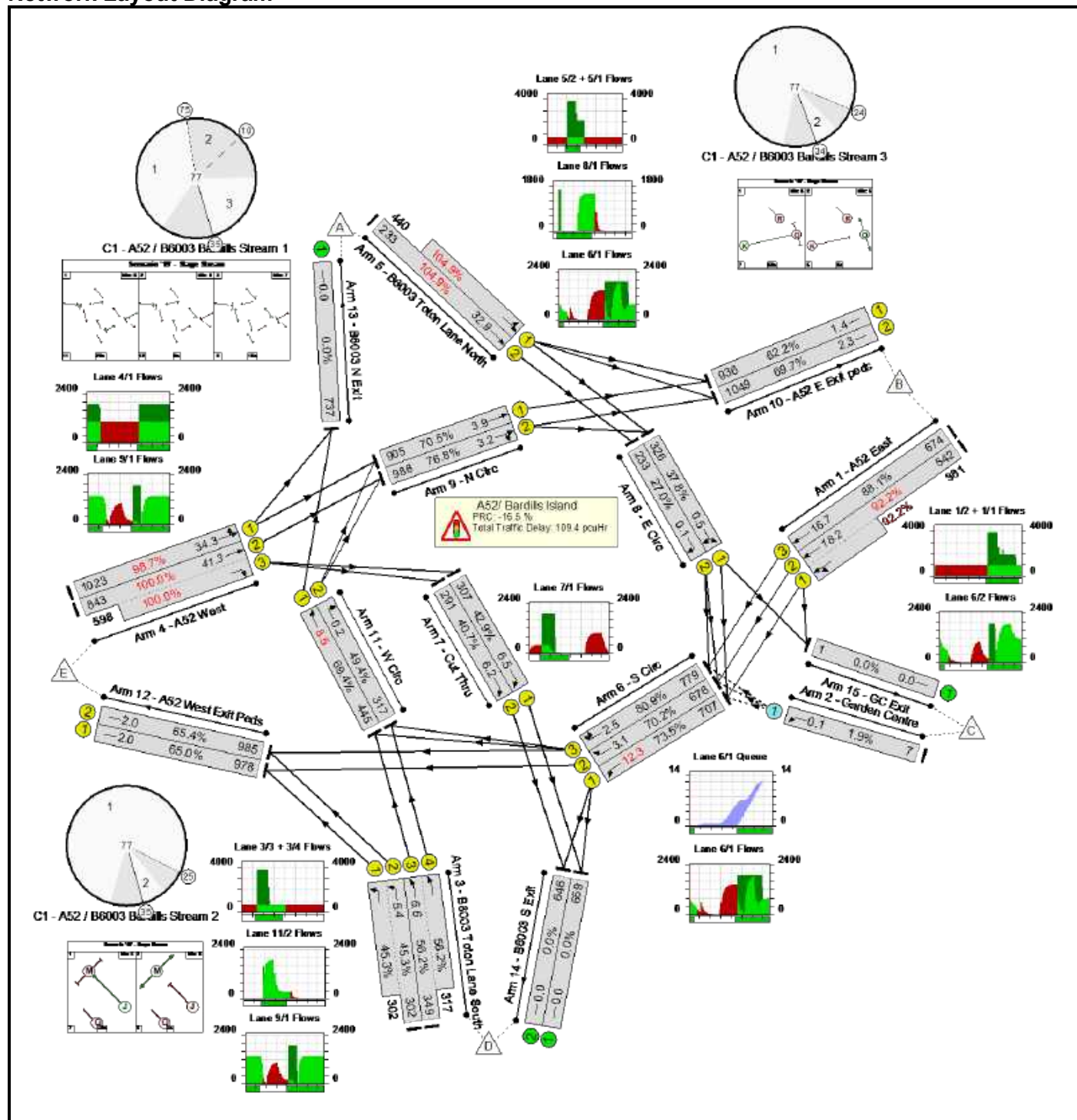
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	104.9%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	104.9%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	923	1900:1900	588+413	92.2 : 92.2%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	674	1900	765	88.1%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	604	1900:1900	666+666	45.3 : 45.3%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	666	1900:1900	621+564	56.2 : 56.2%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	1023	1900	1036	98.7%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1441	1900:1900	843+598	100.0 : 100.0%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	673	1900:1900	222+419	104.9 : 104.9%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	723	1900	962	73.5%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	676	1900	962	70.2%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	779	1900	962	80.9%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	307	1900	716	42.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	291	1900	716	40.7%

Detailed Input Data And Results

8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	342	1900	864	37.8%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	233	1900	864	27.0%
9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	905	1900	1283	70.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	986	1900	1283	76.8%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	937	1900	1505	62.2%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1052	1900	1505	69.7%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	445	1900	642	69.4%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	317	1900	642	49.4%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	978	1900	1505	65.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	985	1900	1505	65.4%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	737	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	667	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	654	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	2	5	0	42.7	66.7	0.0	109.4	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	2	5	0	42.7	66.7	0.0	109.4	-	-	-	-	A52/ Bardills Island
1/2+1/1	923	923	-	-	-	4.9	5.2	-	10.1	39.5	13.0	5.2	18.2	1/2+1/1
1/3	674	674	-	-	-	4.0	3.4	-	7.4	39.7	13.3	3.4	16.7	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	2/1
3/2+3/1	604	604	-	-	-	3.2	0.4	-	3.7	21.8	4.9	0.4	5.4	3/2+3/1
3/3+3/4	666	666	-	-	-	3.6	0.6	-	4.3	23.2	5.9	0.6	6.6	3/3+3/4
4/1	1023	1023	-	-	-	4.9	13.0	-	17.9	63.0	21.3	13.0	34.3	4/1
4/2+4/3	1441	1441	-	-	-	5.6	19.1	-	24.6	61.5	22.2	19.1	41.3	4/2+4/3
5/2+5/1	673	652	-	-	-	6.1	23.0	-	29.1	155.7	9.8	23.0	32.9	5/2+5/1
6/1	707	707	-	-	-	1.7	0.0	-	1.7	8.7	12.3	0.0	12.3	6/1
6/2	676	676	-	-	-	0.6	0.0	-	0.6	3.1	3.1	0.0	3.1	6/2
6/3	779	779	-	-	-	0.5	0.0	-	0.5	2.4	2.5	0.0	2.5	6/3
7/1	307	307	-	-	-	2.0	0.0	-	2.0	23.1	6.5	0.0	6.5	7/1
7/2	291	291	-	-	-	1.9	0.0	-	1.9	24.1	6.2	0.0	6.2	7/2
8/1	326	326	-	-	-	0.2	0.0	-	0.2	2.6	0.5	0.0	0.5	8/1
8/2	233	233	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1	8/2
9/1	905	905	-	-	-	0.8	0.0	-	0.8	3.1	3.9	0.0	3.9	9/1
9/2	986	986	-	-	-	0.6	0.0	-	0.6	2.3	3.2	0.0	3.2	9/2
10/1	936	936	-	-	-	0.1	0.8	-	0.9	3.4	0.6	0.8	1.4	10/1
10/2	1049	1049	-	-	-	0.1	1.1	-	1.3	4.4	1.2	1.1	2.3	10/2
11/1	445	445	-	-	-	1.0	0.0	-	1.0	8.1	8.5	0.0	8.5	11/1

Detailed Input Data And Results

11/2	317	317	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	11/2
12/1	978	978	-	-	-	0.3	0.0	-	0.3	1.0	2.0	0.0	2.0	12/1
12/2	985	985	-	-	-	0.3	0.0	-	0.3	1.0	2.0	0.0	2.0	12/2
13/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%):-16.5Total Delay for Signalled Lanes (pcuHr):106.67Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)37.5Total Delay for Signalled Lanes (pcuHr):0.55Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)29.2Total Delay for Signalled Lanes (pcuHr):2.18Cycle Time (s):77 PRC Over All Lanes (%):-16.5Total Delay Over All Lanes(pcuHr):109.42														



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